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CONTRIBUTED.

POLITICS AND ECONOMICS.

BY W. P. BORLAND.

Mr. Stuart's assertion that "the problem that confronts us is economic and social, and not political," is one that is easily susceptible of scientific demonstration. It can be demonstrated, indeed, that the people may safely ignore politics entirely, and by simply uniting their efforts on social and economic lines, work out their complete deliverance from industrial tyranny and render themselves entirely independent of the existing political state—render the existing state entirely useless, as it were, by simply exerting the proper pressure from without. But he who attempts to imbue the minds of the people with enthusiasm sufficient to induce them to attack the details which correspond with such a conception, having any hope of its practical realization, finds himself engaged in an impossible task. Prejudices and habits of thought which are the result of long generations of education and training have to be combated. Preconceived notions which are the product of environment, and which have all the power of essential facts, stand in the way. "Cursed be he that removeth his neighbor's landmark," saith the Lord. It has become second nature with the great mass of the people to expect relief for the ills which afflict them through some sort of political action, and he who tries to convince them differently merely has his labor for his pains. It is also historically true that the economic and social developments of mankind have been almost inseparably bound up with their political developments, that is to say, economic

and social movements that appear as having an essential bearing on the progressive development of a people have invariably buttressed themselves in law, have become a part of the political constitution of the state.

From the very nature of the case, then, the economic and social development which Mr. Stuart has so ably sketched, and which forms the groundwork of the collectivist theory, must be accompanied by a corresponding political development; political ideals must be made to harmonize with the new social and economic facts as fast as they arise, and furnish sanctions for them. The political nature of the problem is fully recognized by socialists, both in this country and abroad, and nowhere do those who adhere to the collectivist theories expect to accomplish their object, save through political action. The problem is thus political as well as economic and social; it is political, because it is expected to employ political means for the attainment of the economic ideal; and a truer statement of the case would be: "The problem that confronts us is economic and social *and* political."

Mr. Stuart knows this. He has, indeed, sketched for us the manner in which it is expected that the political power of the people shall be utilized so as to supplement and confirm the economic development, furnish sanctions for it, legalize it, in fact; and he no doubt means to be understood as saying that the problem is not political, because it can be solved along the lines in-

dedicated without any change in the political constitution of the state. That is to say, the political agencies now within the control of the people are sufficiently powerful, if properly used, to enable them to accomplish therewith their social and economic emancipation. Stated thus, the assertion is extremely fallacious. The present political system furnishes no certain method whereby the people may give expression to their will so far as the enactment of laws and the carrying out of particular policies is concerned. They are restricted to the mere farce of voting political power into the possession of the candidates of a political party, and so far as following up those candidates and compelling them to enact laws which correspond with the opinions of the people is concerned, the people's political power is as though it had never been.

Moreover, when the people do chance to obtain the enactment of a law which is agreeable with their wishes, they have no certainty whatever that the law will be permitted to stand; in other words, the candidates elected by the people's voice are themselves confined to the enactment of laws of a particular class, and which conform with a particular theory. They have not the supreme power to enact laws. Their power is strictly limited to the enactment of such laws as will meet with the approval of a cabal composed of five supreme court judges. No matter how desirable a law may be to the great body of the people, it cannot remain in force a single instant after this cabal has expressed the opinion that its terms and objects are not in conformity with our theory of government—the theory of government itself to be expounded and interpreted also by the cabal. When we consider the predilection of the people for accomplishing economic and social results by political methods, and the predilection of interested parties, forming a very insignificant minority of the people, to bring the laws affecting such results before the cabal for review, we are able to see that the problem that confronts us is very much political.

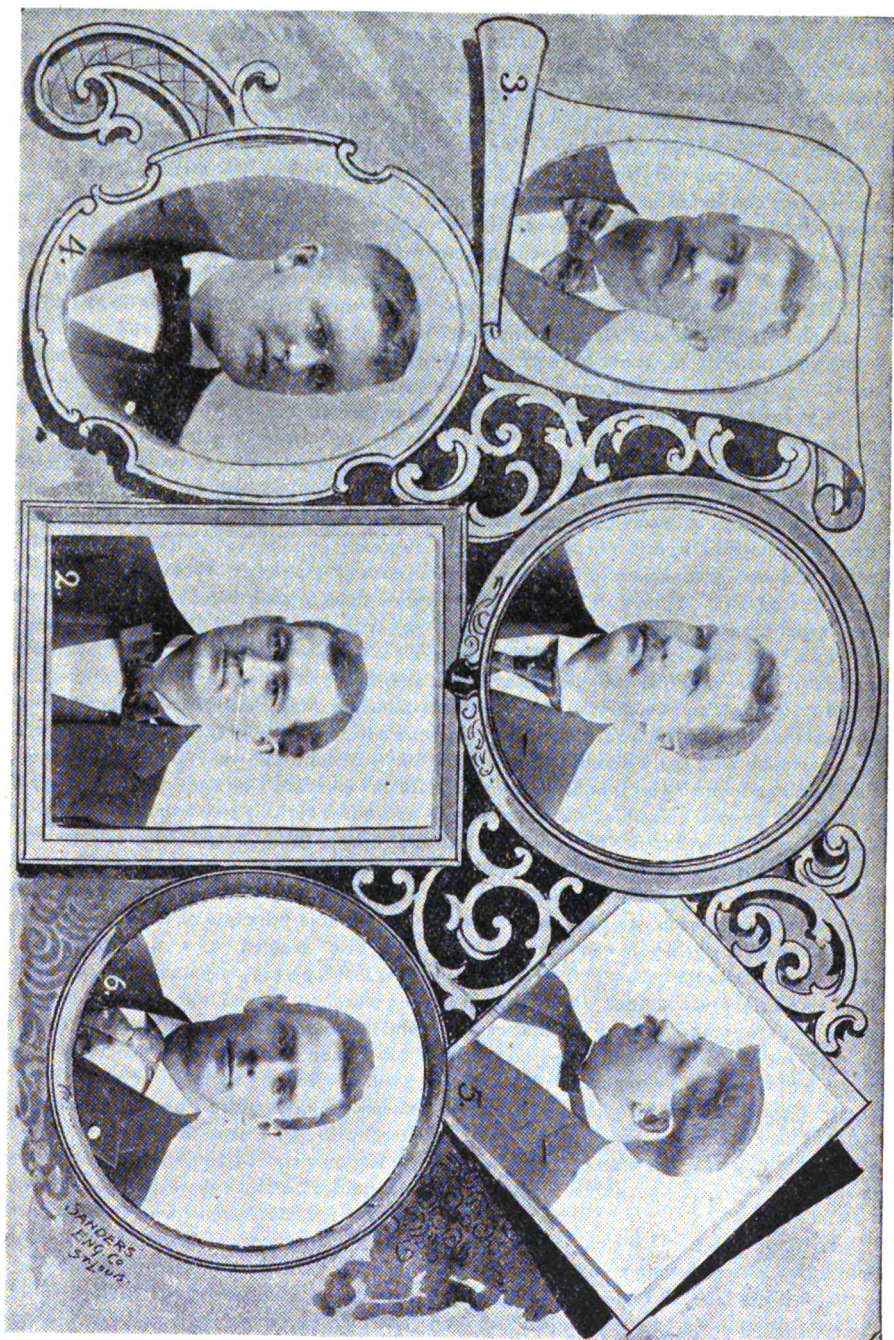
Instead of being an indication of the people's political power, an indication of their ability to give political "expression to their opinions," * * "the rapid change from one party to another, by overwhelming majorities, within the past six years," is really a very sad and humiliating exhibition of the impotency of the people to accomplish results by means of the political agencies at their command—the more humiliating and sad because it occurs in a country where the will of the people is said to be the supreme law.

These rapid changes from one party to another

express the present limitations of the people's political power; they resemble the blind and unreasoning attacks of a powerful imprisoned animal upon the bars of its cage. Sunlight and freedom are on the other side; bright green fields and aromatic woods; trickling rivulets of pure water, brilliant wild flowers, sweet fruits, and dark caverns which are its delight. It may enjoy all these can it but reach them. Can it but break its bars and escape, it may revel in all the wonderfully diversified beauties of Nature, with naught but bright blue sky o'erhead to brighten and vitalize its revels, and live out the life which the inscrutable Creator of all life intended it should. It may then obey the law of its being. But such pleasures are not for it. It beats against the bars of its cage uselessly. It falls back stunned and bruised, only to find itself the weaker after each attack upon its prison walls. And at last, seeming to realize its impotency, it sinks into blind resignation to its fate and becomes emaculate. It may vary its point of attack, but it never gets beyond the limitations which have been established for it by a power greater than itself.

These rapid changes are merely indications of the fact that the people have not sufficient political power to compel the party having control of the government to accomplish their will. Had the people sufficient power there would be no rapid change, because the people's will would then surely be accomplished by the party in power, and change could only come about by the progressive growth of new sentiments throughout the body of the people. The change from one party to another would then always be orderly, deliberate and logical, and the party would be an instrument, instead of—as now—a master. Finding themselves unable, at present, to secure what they want from the party which they have placed in power, the people express their disapproval in the only way open to them; they exert their political power to its limit, and it only amounts to the turning out of one party for the purpose of putting another one in, to merely veer back into the former rut again as soon as they discover that they have accomplished nothing by the change. Occurring as it does, amongst a nominally free and independent people, this constitutes one of the saddest spectacles to be observed in all the annals of government.

The recent income tax decision furnishes a much more accurate gauge of the people's political power than these rapid changes from one party to another possibly can, and that decision was a revelation—if such a revelation was needed—of the utter inability of the people to accom-



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plish any really important economic result by means of the political power now within their control.

The income tax law was a party makeshift. It was not enacted in obedience to the formally expressed wishes of the people, but was conceived and enacted as a measure of party expediency, or necessity, to supply a certain deficiency in revenue and enable the administration to provide for the expenses of running the government. Nevertheless, it happened to fall in nicely with the general trend of expression of the popular will; it expressed a sentiment held by a vast majority of the people, and had the matter been left to the decision of the people, the party action on that question would undoubtedly have received such an overwhelming endorsement as would have practically amounted to unanimity. The opposition would have been so insignificant in point of number as to be scarcely worth mentioning.

Yet, with the law enacted, with the machinery for its enforcement provided, with the popular will on the very point of receiving confirmation in law, the cabal steps in, and in effect, says to the people: "You may want this law to be executed, but you can't have it. Your forefathers—Washington, Franklin, and the many other very wise and patriotic men who framed your political constitution for you—invested your legislators with no authority to enact an income tax law. Such a law contravenes the spirit of your institutions, and is not in harmony with the wishes of the aforesaid dead and gone wise men who framed your scheme of government for you. Your legislators exceeded their authority. They had not the faintest shadow of a right to pass such a law; you are mere children; you know not what is good for you; you have no knowledge in such matters as this; it is our duty to put you right; you can't have a law of this kind on your statute books; it is hereby annulled." And the great animal, the people, once more, falls back, stunned, from its unsuccessful attack upon the bars of its cage, seeing no remedy beyond submission to the sapient verdict of the cabal, and consoling itself for the disappointment of its hopes by reducing to threnody the jingling platitude which has so long been its bright star of hope, its inspiration and its guide—*Vox Populi Vox Dei*.

O, yes, "our present political machinery is quite adequate to any demands made on it!" (sic.) Who that has the faintest knowledge of our gloriously free institutions has the audacity to even doubt it?

We are told that "with the referendum, the initiative and proportional representation added to our political system, it would be well nigh per-

fect." Ye Gods! That may be true, but that looks like an assumption of pretty much the whole ground of the negative position, and it is hardly allowable to one who started out to prove the thesis that "the problem that confronts us is economic and social, and not political." For, is it not true that direct legislation and proportional representation would work a complete transformation in our present political system? It rather looks that way on the surface, anyhow.

But we are given an inkling of the manner in which a corrective of present deficiencies is to work itself out of the development which has been sketched for us. "Courts, elected by an aroused public opinion," are to decide so and so, and then, of course, everything will be lovely, and the goose 'll hang high. It sounds nice, but it so happens that a little question of fact stands in the way, and that is, that under our scheme of government "an aroused public opinion" has not the slightest power to elect the courts which have the final say in those little matters. Our forefathers wisely (?) decided to relieve the people from the necessity of going to the trouble of electing these courts of last resort. When the people get beyond state lines in their legal proceedings they are dealing with appointive judges, and the high court of all is composed of members appointed for life, on the theory of removing them absolutely from the influence of all those circumstances which might tend to bias their judgment on the determination of questions of vast public importance. The theory has failed to work itself out so far as to give us a court entirely free from at least a suspicion of bias. With respect to the question of franchises, this high court has placed itself on record so emphatically that it has long ago passed into an indisputable principle of constitutional law that a franchise granted to a corporation is a contract which the people's legislators have not the slightest power to repeal, alter or amend, except with the consent of the corporation itself, and I fancy that when those courts "elected by an aroused public opinion," begin to cut up their monkey shines with corporate franchises, the high court itself will take a hand in the business.

And may we not suppose that in case the people should decide to try the experiment of direct legislation the court would put a damper on the business, on the theory that such a system was not in harmony with the representative system of government established by our fathers? But it may be urged that when such matters are put to the test it will be an easy matter for a congress and president elected by, and in sympathy with the people, to alter the composition of the court by increasing the number of judges, and then ap-

pointing partisans of the people to fill the newly created judgeships, thus securing a majority of the court to be in harmony with the new ideas. Yes, it is possible to do a thing like that, in theory, at least; but let no person imagine that it shall be quietly submitted to by the parties in the other interest. And, besides, such a proceeding does not remove the bar, the limitation to the exercise of the people's political power, and it would be quite possible for the newly created majority to balk the people's will, within six months of its creation, quite as effectually as the former one did.

Turn the question which way one may, our rigid form of government, founded in the competitive idea, conceived and administered in the interests of property and not of man, limits and restrains the activities of the people at every point whenever they attempt to depart from a well beaten path.

But it is quite true that the competitive idea is dying the death. It is being evolved out of existence. The development which Mr. Stuart has sketched for us is a fact, and all the more is it a political problem when it is considered that the people cannot be induced to regard it as a fact until after it has received the sanction of politics. The government must readjust itself, must found itself in the co-operative idea, before co-operation for the benefit of the people can be. It must do this, because the people cannot be induced to attempt the accomplishment of anything of moment without the sanction of government. I have observed that even those so-called individualists who prate to the point of nausea about liberty and property, and who hold the idea of government in such contempt that they point to it as a "neces-

sary evil"—a la Herbert Spencer—are not at all averse to invoking the aid of government whenever they wish to carry any of their peculiar ideas into practice.

Now, in the very nature of things, this economic development may be left to take care of itself. It will work itself out in spite of the blind opposition of man, because of the very principles upon which it exists. But how shall the people appropriate the results of such development? If we accept the view of Karl Marx, namely: "capitalist production begets, with the inexorability of a law of nature, its own negation. It is the negation of negation. This does not re-establish private property for the producer, but gives him individual property based on the acquisitions of the capitalist era, i. e.—on co operation and the possession in common of the land and of the means of production. * * * In the former case we had the expropriation of the mass of the people by a few usurpers; (just what is occurring now); in the latter we have the expropriation of a few usurpers by the mass of the people,"—if we accept this view we are still restricted to the consideration of means. The usurpers at present control the governmental power; they are able to establish limits to the exercise of the political power resident in the mass of the people. The people must overcome these limitations, or else ignore government. It is quite certain that they won't ignore government, so they must overcome the limitations, or else submit to slavery. To accomplish this peaceably, quietly, without blood shed, in the interests of humanity and a higher civilization, is the political problem that is inseparably bound up with the economic and social one that confronts us.

NATURAL LAWS.

BY JOSE GROS.

Before we pitch into our topic, let us state that we perused with great delight the contribution of Mrs. Russell in the November CONDUCTOR, and hope to hear from her as often as possible. We can march shoulder to shoulder with advancing minds like hers even if we disagree on certain lines of thought. Some disagreements are highly useful and tend to broaden the intellectual horizons of every honest thinker. Besides, we believe in co-operation between men and women. We don't think God ever meant that a healthy civilization should be established on earth through the efforts of the male sex alone. In it as women alone can beautify and purify the domestic group, so they alone can purify and beautify the nation.

One of the most encouraging features of modern civilization is to notice how most of our reformers quarrel about misapprehensions of certain thoughts extremely precise in themselves, if we only keep our mind cool and self possessed. Do you know what that shows? It shows that the world of mentality is to-day flooded with a new light, and few men have yet become accustomed to it, and few can so far clearly grasp the light and glory of God's new revelations. Observe how many speak of free competition as something that exists to-day or existed some time ago. Free competition under monopoly rule! How can that be? Free competition without free access to natural resources, and under that carni-

val of privileges peculiar to our nation, for over thirty years, most especially! Free competition without free production, without free commerce, internal and external, without free transportation of solids, liquids and gasses, without free railroads, without free money, with most of our 3,000,000 square miles in the hands of but two or three per cent of the nation! But don't you see, dear friends, that free competition under such conditions, is just as impossible as for birds to fly without wings?

Suppose we try to be sensible and call things by their names, in accordance with the functions the things in question are actually performing. I wonder how many of our friends have had the opportunity of admiring the gorgeous beauty of the squirrels in their forest abodes, in October and November, most especially. The writer has done it this year, as usual. In spite of his sixty-six years, he can walk twenty miles per day away from roads and civilization, and does not even need to go to bed until midnight, and is then as fresh as a butterfly while coquetting with wild flowers. We have never been able to see a single lean or despondent squirrel. They all are fat, lively; all can show off their admirably bright gray velvet suits. They all have that athletic jump across the woods. They all escalate the straight trees, over 100 feet in height, with the rapidity of the tornado as it sweeps through the prairies. Do you want to know the reason of all that? Free competition in the free forest. And why free competition? Because of no landlords, and no transportation lords and no banking lords, or any other kind whatsoever. Only one Lord in the forest, as there is but one Lord in the infinite. Well, the same species of free competition among men would bring identical results with them.

The real, honest, genuine free competition, is nothing but freedom, full, round, symmetrical, natural freedom. Why should we be afraid of such freedom? Why to suspect that such a freedom will not be sufficient? Simply because the earth has never seen it yet among what we call civilized men. Simply because so far civilization has been nothing but an insane war against all natural laws and all natural freedom. We have been forever entangled in the freedom of who shall humbug who, who shall get on top of somebody else. And so we have rents, paid by the many to the few; and so we have interest, (rents under a mask) collected by the few from the many; and so we have profits, a combination of extra rents and extra interests, and constituting the last squeeze that King Monopoly manages to have on honest labor of all kinds.

The three abominations in question are the

children of the same father. The name of that father is, *Privilege, Unequal Rights, Greed enthroned in Law, Absence of Freedom*, social adjustments which sin against natural laws and all ethics. Those very names, with which most reform schools agree, as the cause of all our troubles, those names give us the simple processes with which civilization can be reversed, under the well known fact that diametrically different causes shall produce diametrically different results. Why, then, to assume that we may have to resort to any complex, unnatural devices? Because of absence of faith in the potentialities of men under real freedom, the freedom that respects all ethical law.

The great mistake of many reformers is in speculating upon future developments through conclusions from what is taking place in the present. Don't you see that we then fail to take cognizance of the basic fundamental change we shall have realized by kicking all privilege out of the whole social compact, and placing there the law of equal rights instead? If our opponents could only get that into their heads; they would see the inutility of fears about wrong or insufficient future developments. Nor would they speak about a money power being yet left standing across the path of progress.

Scientific taxation means scientific money. It means money without the power to restrict the land supply. It means money limited to the use of exchanging the products of labor. It means money with an absolutely fixed relation to the annual land values that must form the tax fund. As that tax fund has to be collected in forms of money, hence the need of that money having a fixed standard or intimate connection with such land values, and therefore with the total annual production more or less subject to flow into channels of exchange. And if the money supply as well as the tax fund, are to rest on laws of freedom, and hence on ethical principles, on natural laws, it follows that the whole social organization must respect the order of nature, and never the whims of any set of men. It must, then, accomplish that which is good for all. It must march towards universal free co-operation through the road of universal free competition. The only function of government shall then be to see that nobody obstructs the double law of freedom and ethics in competition, as well as in co-operation. And that implies the duty of society to own and control those functions which, if left to individuals, would bring higher prices than those under the action of free competition and all ethical order.

To go farther than that, to attempt the control of functions, by society, which individuals can take care of without interfering with each other's

natural rights, that is to transgress all natural law, and so that of equal freedom. What if prices rise on that account? The higher the prices the better, when labor's earnings increase in the same proportion, and no monopoly profits are to be had by anybody, because of ethical conditions all around. It is rather provoking to see that bright, honest minds cannot see that.

Let us now touch that big scarecrow of modern machinery, as an element of labor oppression, unless kept under public control. It happens now, of course. And why? Because almost the whole trend of the law making power is against the plain worker and in favor of the rich gambler. Reverse that by anti-monopolistic enactments as we have indicated, and labor remains on top, and the machine becomes the pliant tool of the worker. Don't you see that the latter is a living machine, made by God, or nature, endowed by nature or God, with consciousness, initiative, reason, will, lofty ideals, etc. And don't you realize that outside of man, the living machine, all the other machines are dead, inert, with no power of their own, created by men, in need of human action to make them go, to keep them in order, to feed them, so to speak, to let them rest on some land somewhere? And, as a finality, just as the landlord owns the living machines, the men we may have kicked out of land, so does the landlord own all the dead machines that labor may create. The one follows the other, just as the tail of the dog follows the dog himself, just as the shadow follows the body from which it emerges. Give the land to labor, all of it, and the land values, too, all of them. The workers alone shall then control all machines, because controlling all land. Not to accept that as a self-evident fact is to be blind to all logic and all sense, it seems to us.

Now for another point. Do you imagine that machines of great cost imply the end of industrial evolution? They don't, by any means. Even evolution is made for men rather than men for evolution. Do you know that supply follows demand? Well, we have had demand for machines of great cost because we have given the machine of all machines, the land, to a few men, and to have given them the power to pay for costly machines, the advantage of thus controlling all other men more completely than ever, as well as that of needing less men to produce the same wealth per day. But change all that by giving the land to all men through the *sinless* tax on land values, the golden rule tax. Well, don't you realize that we then stop all demand for machines of great cost, and evolve a large demand for those of small cost and of relatively great power? And supply shall follow demand then as ever before; and you turn the wave of invention into a healthier direction, because invention is made for men, and not men for invention. Man, created after the image of God, is he going to be controlled by anything outside of himself unless it be his own creator?

Already we can notice that electricity shall give us small motors of great power at less cost than steam. Later on we shall have atmospheric ether, which contains a gas of greater power than the electric fluid itself. Efforts to box it up have already been made. Oh, my friends, ladies and gentlemen, as soon as we normalize the conditions of all men by laws of righteousness, it is then that we shall invade the grand temple of invention. We have but scratched its walls so far.

Let us learn how to co-operate with all natural laws, and we all shall be like gods promenading through our small heaven, previous to our entrance into the grander one where The God reigns with all His imperishable glory.

A COMEDY IN A MINOR KEY.

BY FRANK A. MYERS.

It is a good rule to question husbands closely, when they have been away from home on a vacation.

And—

"When you come home late, and your wife lies awake with grief at your delay,

Waiting to give that oft' heard lecture, if it takes until next day,"

don't be "woozy" about it, but laugh it away. It saves the wear and tear of a dispiriting episode of sharp words that does no good whatever.

Now, railroad men do not spend quite all their lives upon rumbling and quivering trains, but

they sometimes take vacations, and when they do they have "lots of fun, and don't you forget it," if we may be permitted to borrow the expressive language of the Shakespeare of the alley.

Well—

Austin Cabel was one of the best fellows and best conductors we ever knew. He was a married man, and had a conscience well drilled in domestic duties. But for all that he was sometimes given to a little practical joking. However, he could take a joke gracefully as well as give one, and that is no ordinary trait, as you must admit.

Then there was Luke Applegate, another happy dispositioned fellow, who loved to joke better than to eat. He was also a conductor on the same line that Austin Cabel was, and it has been said that no one ever saw his face when it didn't have a rollicking smile on it. He was unmarried, but he always stoutly declared he was going to marry "one of these odd-come-shorts." You know what he meant by that compounded word. Is it worth while to say he and Austin were very intimate friends? Well, they were.

This summer both these jolly fellows had a vacation at the same time. It might properly be called a furlough from duty. It was only for a few days, but they made the very best use of the time they could. They went to a watering resort on the beach.

Before the close of the first day Luke, the young bachelor, had formed a stirring acquaintance with Miss Bettie Blaise. She said she and her mother were there from Washington, and that her mother was a widow. Luke was introduced to the likely, worldly widow, who seemed to be very much pleased with him. The widow's name was Mrs. Gorie Blaise, and the christian name Gorie struck Luke on the ludicrous side.

"Gorie—Gorie! That accounts for the death of her hubby," he mused.

Luke was a fine swimmer, and he laved in the surf several times the next day. Standing on the pebbled beach Bettie apparently admired his skillful swimming very much. To his urgent requests to try the waves she declared she could not swim a lick.

"I'm afraid," she said simperingly but modestly. "Wish to goodness I could mount the rolling waves like you do. I'd give—"

"Say your heart, and be done with it," he said, walking out, dripping, near to her. "I'll teach you how, if you'll try."

"Will you?" joyously. "But I'm afraid," shaking her pretty head. "I know I'll be stupid." She was so shy. His manly heart warmed toward her.

"O, no you won't. Come and try." And away he went again into the limpid water, which sent forth a mosaic of twinkling flashes. He splashed more than usual, just to show her there was no danger in the water. She cast wistful eyes after him, as he easily surmounted the billows.

When he came back she met him in a bathing suit. Her form was superb. Of course he'd teach her—who wouldn't? This act of trustfulness was enough to flatter him—or any other man.

He took her soft hand, leading her carefully into the water, which came up higher every step, and saying:

"Come on."

"It's so deep!" timidly.

"Here, get onto this float. That's it. Now fling yourself right off into the water, and swim—swim!"

She obeyed with such a conscious effort and such beautiful fear that enhanced her qualities. Luke was not blind to her timorousness. The poor girl, as she fell out rather awkwardly into the treacherous water, caught her breath and said wistfully:

"You—you will catch me, won't you?"

"Yes, of course," swimming up to her side. She splashed like one struggling in drowning.

"O, I'm so afraid," she blubbered, spitting out a mouthful of salt water and strangling.

"O, you are all right."

In a short time she was able to keep herself up with some degree of ease, and Luke remarked:

"You'll soon learn to—"

"I'm so dull," she gurgled.

"Learn to love me," boldly. It was at a watering resort, and what matter what he said. In a few days they would separate and she would forget him as he would her, and he might as well have a good time and an affair of the heart to carry away only in memory as not. She almost sank at this. He held her up. When she could she said:

"You are bold." That was all. He imagined from this that she liked to be made love to. Then as they paddled and splashed around he told her more. It was oil from the same can used solely in love machinery. How pure an article the oil was you must judge, gentle reader.

They got on amazingly, both with the swimming and the love affair.

After this, seeing his magnificent swimming and polite attentions to Bettie Blaise, all the girls brushed up their swimming and bid for his favor. Luke was truly in great demand. He knew it. He scattered his attentions right and left liberally, but he stuck closest to Bettie. She was the first to trust him, and therefore, of course, he owed her the most. Besides he liked her the best. He was the "star" among all the gay wallowers in water.

And Bettie learned to swim quickly, too. She was so grateful for his teaching and care of her. She tried so hard, and he couldn't help being pleased at the proof of his own proficiency that her progress gave. All the girls began to shake their heads and wonder if they had tried, after all, the right tack.

To be brief, in about three lessons she was really swimming very gracefully and very prettily, but so dependent upon him, so childlike, so trust-

ful. Who could help taking a deep interest in her?

A bevy of sweet girls, rosy and romantic, were on the piazza one evening, talking, of course, and all about Luke and Bettie. It is hard to tell how much disappointed criticism they diluted their remarks with. Said one:

"Your young man is a bachelor of arts, isn't he?"

"I don't know about the arts," replied another, "but he's a bachelor, and I can tell you he knows a lot of tricks, and don't you forget it," shooting out her red, pouting lips prettily.

"Such news!" exclaimed another, meaning to strike all with swelling astonishment. They all gathered around with piquant ears.

"News?"

"Yes. He and Bettie have had a falling out." They well knew who was meant by "he." "The awfulest falling out!" There was a sigh of relief and delight from the assembled bevy of beauties, and the best looking one urged, with an eye to her own rising chances:

"Tell me about it. How did it happen? Was it a real falling out?"

"You bet it was. They were both in the hammock and the rope busted."

This was real mean. But this is the way the dear, gentle girls get at each other sometimes.

On Saturday evening Luke, Bettie and Mrs. Gorie Blaise were sitting in the shadows.

"Where are you from, Mr. Applegate?" asked the widow significantly. Luke was "onto it" in a second.

"From Boston," substituting the first place that entered his mind.

"And your friend?"

From the same place. He is my uncle, and I always call him Uncle Austin. He's rich, one of the richest men in Boston, and a widower."

The widow pricked up her ears. At that very instant Austin chanced to pass by, as it would seem by lucky fate. Luke hailed him, and courtously introduced him to the widow and the modest Bettie. The widow smiled so nicely. It was all for his reputed money. And then, he was from Boston, you know. With an eye to business the widow asked how they proposed to spend Sunday, and whether they were church goers. They had not made up their minds yet. Seconding her mother, Bettie cried:

"O, yes, do go to our church. We have such nice music."

Luke was not averse to this sort of an arrangement. Austin looked at Luke as if he suspected him. He thought of his wife and babies at home. How could he go to church with this buxom,

middle aged widow? And yet he seemed to be "in for it." He tried to apologize, saying he was away from his own church, and such like flimsy excuses, but it was no use. Luke imagined Austin looked like a man who had been hit on the head with a stuffed club in a dark alley on a dark night. It was real fun to the joking Luke.

"O, that! That makes no sort of difference," urged the widow.

"No doubt it is right to go to church of Sundays," said Austin, not knowing how to get out of it, and feeling that he owed Luke "one" for all this; "and one should not neglect so sacred a duty, even when seeking pleasure in the raw state." He looked as if he had said the wrong thing at the wrong time. But he attempted to smile good-humoredly.

The widow insisted.

When they walked into the holy house at 11 o'clock the next day and were shown to a seat far up the middle aisle by an usher, Austin was glad the organ was growling out a voluntary through the aid of the female organist who was tickling the keys with her nimble fingers. Luke and Bettie were close upon their heels, and he felt Luke's laughing eyes burning great holes in his back.

He sat through the sermon like one who was having hot lava poured over him. Suppose his wife could walk in at that moment with her devoted family and behold him there with that prim widow, what would she think. He wouldn't blame her if she should turn out after that to be a second Mrs. Caudle. But the fact that he had been led astray in this against his will afforded him some real innocent satisfaction, or, better, compensation or justification. He never heard a word of all the gorgeous and flaming words the preacher said, and when the widow asked him on the way home how he liked the discourse, he had to lie like sin about it.

"Fine. Best preacher I ever heard."

"Indeed! I'm so glad. I feel a sort of responsibility, don't you know, in your pleasure in the sermon. I was afraid—I imagined you was bored with it—you looked so." She smiled sweetly and conventionally. Austin thought:

"Dod gast your smile."

But he said gently enough:

"O, no. When I look that way, I appreciate the most."

She didn't say "strange," as he felt she might, but she did say:

"It was one of those comforting, uplifting messages that makes one better for having heard it."

She imagined now he was a very devoted servant of the cross, and to be like him she really

believed for the moment she was holy, almost perfect.

"I shall never forget, till the longest day I live, this Sunday," he said truly, leaving one sort of impression on his fresh admirer, but meaning another to himself.

If she knew he had a wife, perhaps she would pass it off as a joke, or else, in a motherly way, profess she took him to church for his own good.

No, he couldn't go to church in the evening.

"I have an engagement at that time with a gentleman from Chicago, and I regard every engagement as sacred."

"Not business, I hope," a sweet surprise in her rather full eyes.

□ "O, no—not on Sunday!"

"Sorry you can't go. But—"

"So am I. It would afford me so much pleasure to—"

"I'm perfectly delighted that you accompanied us this—"

And they actually exchanged compliments. Luke and Bettie were present and heard the whole of it.

"You said he is very rich," remarked Bettie in an undertone.

"Worth millions—so rich he don't know how to spend all his income."

Bettie seemed delighted.

The parting on the part of all, when the time came, was a little profuse.

"I'll get even with you, Luke," said Austin a little heavily, as they walked away to have a moonlight stroll on the beach so as to sweeten their virtuous slumbers.

"What! I couldn't help it. You did it by coming upon the scene last eve at the wrong moment. Don't blame me."

"That's all right, Luke. I now give you fair warning." He laughed at the ludicrousness of the whole matter. When the widow asked him to visit her at her home in Washington, he felt that the sublimely ridiculous had been reached—the climax of the farcical. He laughed again at the bare thought. He was not wholly displeased with the joke. Luke couldn't fool him about its being a mere matter of happen-so.

Luke planned to make a watering-place proposal to Bettie next evening. He was going to "work it fine," to use his own phrase. Nobody ever was very sincere, and none quite truthful, at a watering resort. To be so would be unconventional, if not discourteous.

So, on this moonlight evening, according to his deep laid scheme, he took Bettie in a water-logged skiff and paddled up the shining river. The silence of the deserted shore settled invit-

ingly about them, and he felt that he had worked long and late enough, and that they were so far off that no one would hear. Laying down his paddle he asked her if she wasn't a little cold. She said she was a little chilly. He noticed that her shawl had slipped a little from her shoulders, and begged her to keep still for fear it would get into the water. Then he slid lightly to her end of the boat readjusted the wrap and was made so welcome that he staid there. It mattered not that the unoccupied end of the boat lifted somewhat, or lost some grace of outline as a well-balanced craft. Then he told Bettie all the things a fellow is likely to tell a girl under such love-inviting conditions, with the moonlight shining peacefully and everything so nice and quiet. And just as she felt he would say what she had been expecting he exclaimed excitedly:

"Gee hookey! The water's coming in the boat."

So it was. Two at one end of that thing was too much for it.

"Oh, we shall drown!" she wailed, while he dragged himself cautiously back to the other end of the leaky thing and began paddling hard.

In a fit of real nervous excitement she took off her dainty leghorn hat, and using it for a bail, dipped out what she could. The frail bark was nearly half full of water. When her hat became too soppy for further use she gave it up and began to cry. Then to encourage her he threw her his little cap, but that was so flimsy it wasn't much better. It wasn't any fun rowing a boat so heavy with water. She flung the cap away in despair. Happy thought! Slipping off her little shoes she began bailing with them, and by hard work they at last succeeded in reaching the deserted dock in safety. But her boots were soaked and she couldn't get them on again. She flatly refused to let him get a carriage at that late hour of the night, with herself in such a dripping, disheveled plight. They were so far from the hotel, and her poor little feet were not better than bare in their thin silk wet stockings. She was crying in real earnest and saying her reputation was ruined.

"What will mama think?" she moaned.

Then it struck Luke.

"Have you the courage to fall off the wharf and let me rescue you? It will explain everything, and—and—oh, Bettie, forgive my saying it, but I have loved you ever since you so nobly took off your shoes. Will you, say will you, be my wife?"

There was the silence of a long embrace. Luke did not know everything so well as he did next day. There was a splash, and with a shout for help he plunged in after the heroic maid. When he brought her out upon the dock, there was

Austin. Both men smiled. Luke and Bettie were as wet as water.

Next morning the hotel rang with the noble rescue, and all the girls declared it was the work of a brave young man. Luke felt somewhat flattered. But the joke turned on him in the afternoon.

He and Bettie were swimming together in great glee. She had made rapid progress in her much-desired accomplishment, and she could paddle with considerable ease from the float to the shore. Luke was full of amusement over the incident of the night before. He couldn't tell what the modest Bettie thought about it—she hadn't mentioned it, and if she had he could not have been certain how nearly her words fitted the exact thoughts deep down, back behind all, in her heart—but she seemed perfectly happy. To have been pressed fondly to the manly bosom of Luke was no doubt a happy, unforgettable incident in her fresh young life. Luke himself was pleased over it, and it was a private satisfaction which he wallowed in and smeared all over himself. However, it was not a new incident in his life, saving in time and place. To be sure, in a day or two they would part, in all probability forever, and dismiss it as rubbish to the garret of memory.

"Can't you try a little deeper water. Bettie," he said, as they stood on the float and looked seaward.

"O, I think in time I shall venture to swim the ocean," looking at him kindly, an eye-twinkle gracing a ruby face full of sweetness.

While they were standing there a new, tall man walked upon the beach, and seeing Bettie cried out:

"Hello, Bettie!"

"Hello, Allston!" she replied in salutation, a strange, new light in her face.

"Who is he?" asked Luke dubiously.

"Hancock Allston," she answered tersely.

"An old friend?"

"Yes "

"Got any new points for me in swimming?" Allston inquired.

"Sh—h—hhh!" she ejaculated.

Innocently turning to Luke with a laugh, Allston remarked:

"Miss Bettie is about the prettiest swimmer for a girl I have ever seen, though I suppose, you have found that out without my telling you."

"Yes," Luke answered, untrue as his answer was. He dared not tell the truth, which had come to him like a revelation.

With a circumflex, falsetto, screeching laugh, the hateful, three-faced thing dove off and went flashing through the billows with Allston after her. Luke, the beau of a week, simply muttered:

"Gosh!"

In a moment Luke met Austin on the beach. Austin smiled.

"It's on me, broad and good, Aus.," said Luke, half enjoying the deception Bettie had played on him. It was rich as cream to Austin.

That big story-teller of a Bettie had seven swimming prizes in her trunk, and that evening she wore some of them for Luke to see.

The other girls—well, never mind the other girls—no one else did.

On the next day Luke and Austin arrived home, three or four days earlier than they had designed.

Bettie—she was forgotten.

ON THE MIDNIGHT EXPRESS.

BY A CONDUCTOR'S WIFE.

It was a wild, bitter, cold night in December, 189—. A night so intensely cold that I, an old woman, was very much tempted to defer starting on my trip west until the next night, in the hope that the weather might moderate. It was business of importance that had called me to Chicago and I had made all preparations to start, but as I watched the people hurrying past my window, some with hands clasped over their ears, and listened to the fierce gusts of wind as it swept around the corner of the house, I turned to my cheerful fire and felt that I could not go.

As I said before, I was an old woman and but a poor traveler in the best of weather, but as I had always made it a rule to get disagreeable things

over as soon as possible, I finally decided to start.

The western express was due to leave at midnight, and I was one of the passengers it carried out of New York that night. I traveled in the day coach, partly for economy's sake and partly because I knew the trip would seem shorter and less tiresome if I were where I could see the different faces of my fellow travelers getting on and off at the various stations along the line. I think in a Pullman car you generally arrive at your destination with the same people you started with, though I will admit there is lots of comfort in having a sleeper on these long and tiresome journeys.

After making myself comfortable in my seat, I got out my ticket so as to be quite ready for the call of "tickets, please," which I knew would come in a short time, and knowing I would not hear this call repeated for some hours, I turned my attention to the occupants in the coach who had the misfortune to be traveling such a terrible night, and wondered if they disliked it as much as I did.

There were only a few passengers in the coach, some of whom had already settled themselves for a nap. The seat in front of me was occupied by a lady, and I thought to myself, now I will have someone to talk to. I had noticed when she handed her ticket to the conductor, that she also held one for Chicago. I could not see if she were young or old, as she sat, or rather lay in her seat and wore a heavy veil, but shortly after the conductor had punched her ticket she sat up, took off her veil and arranged her wraps comfortably around her. I then saw her face. She was a young woman, at least, not more than thirty, and would have looked younger but for the expression of utter desolation which clouded her face. She had the saddest eyes I ever looked at. Before seeing her face I had indulged the hope that I might make her acquaintance, but after getting a good look at her, I resigned myself to the knowledge that however much I desired to talk, I would find no responsive talker in the lady in the seat in front of me. Hour after hour went by and as I listened to the rush and roar of the train as it flashed on its way through the thick darkness of the night, and watched the trainmen as they passed to and fro through the coach, I thought of the terrible responsibility that rested on these men and how little thought or sympathy they received from the traveling public, whose one idea seems to be that the conductor should be invariably polite and good tempered and never fail to answer the hundred and one questions (and often such senseless questions) he is asked. Do they ever think that for the time being he holds their safety and welfare in his hands, or give him one grateful thought when they arrive safely at their journey's end?

While these thoughts were passing back and forth through my mind I must have fallen into a doze, as I was startled by the words, "tickets, ladies," and looking up I found we had evidently stopped at a station and changed conductors while I was asleep, as the man now standing before me was not the conductor who had punched my ticket some hours before. Getting my ticket, I held it towards him, but on his failing to take it from me I looked up. He was standing by the

seat in front of me, one hand grasping the back of it while his eyes seemed fixed in a steady stare on the face of the lady who occupied it. She was looking straight before her, but I noticed as she held her ticket towards him, that she was trembling violently. Taking it from her he punched it and handed it back and with a dazed look turned to me. Stooping down as he returned my ticket, he said, "are you with her?" "On, no," I answered, "the lady is a stranger to me." With a slight movement of his head and another look at her, he passed on and out of the coach.

As soon as he had handed her ticket back, the lady turned her face to the window, and although I could not see her face, I knew from the sound that reached me, she was crying bitterly. Leaning forward I asked, "can I do anything for you? You seem to be in trouble."

With a shake of the head she replied, "you are very kind, but no one can help me. I must bear my trouble alone."

Two or three hours must have passed when again I was aroused by the conductor's voice, but it was not tickets this time. He was stooping over the seat in front of me, and I heard him say, "is it you, Minnie?"

Straightening herself up in the seat she looked him in the face and said in a hard, defiant voice, "yes, it is I."

"Where are you going?" he asked.

"You saw my ticket. Why need you ask or concern yourself in any way about me? I am nothing to you or you to me, now."

He put up his hands as if to ward off a blow, and after a moment said, "don't be so hard, Minnie, you at least might speak to me. Do you think I have not suffered any these last eight months? My life has been a hell on earth, night and day. You and baby are constantly in my mind. If I have sinned against you I have surely been punished. Even you would think so could you know how desolate my life is, and I swear I have not been the bad husband you have thought, but you would not give me a chance to explain. You returned my letters unopened and refused to see me. Will you not tell me about baby—if you only had her with you so I could see her? Who is taking care of her while you are away, and has she quite forgotten me?"

Getting no answer, he said again, "Minnie, will you not tell me whom you have left her with?"

With her hands tightly clutched in her lap, but with dry, tearless eyes, she answered, "I left her with God."

The man's face grew ghastly white, and bending lower he said, "Minnie, Minnie, don't tell me my

little girl is dead; you surely would not let her die and not send me word! You could not be so hard and unforgiving as that."

The woman looked at him and said, "yes, she is dead, died a month ago," and as the man with a low moan covered his eyes with his hand, her own eyes grew wet, and in a gentler voice she continued, "I did not think you would have cared so much or I would have sent you word, but you did not value us when you had us, and my trouble had made me hard. After I lost her I could not stop at home any longer and be a burden to my parents. And when Uncle Bob wrote and offered me a home, with the understanding that I should take charge of his two little motherless girls, I gladly accepted his offer and am now on my way to him. I would not have taken this train had I known I would have met you, but I had lost all count of your runs." But in a lower voice, she continued, "I am glad I met you."

Something like a gleam of gladness passed over the man's face at these words, and laying his hand on her shoulder he said, "Minnie, for the last time I ask you to come back to me; I have sent you a dozen letters asking you to come, but you returned them unread, and now I ask you once more. I want my wife so badly; I swear, Minnie, you shall never regret it. I will make up for the past, and nothing shall ever come between us again. Darling, won't you forgive me and come?"

A silent shake of the head was her only answer.

They had paid no attention to the fact that I could overhear all their conversation, and I am sure my face must have expressed all the sympathy I felt for them had they looked at me.

Just then the whistle blew, and grasping the bell cord he pulled it. Leaning to her again he said, "will you come, Minnie? After to-night I

will never trouble you again. I get off at this station, and I want to take my wife with me."

The door opened, and the brakeman coming to him, they both left the coach together.

The woman sat with hands clasped for about five minutes, and as the train began to slacken speed she turned to me and said, "you have heard all that has been said, shall I go with him? Of course, you know nothing of the trouble that parted us, and when I left him I said nothing on earth would induce me to forgive him. So I took my baby and left, but God has taken my child and left me alone in the world, and it may be I was too hasty, as he said, I gave him no chance to explain. Now fate has thrown us together to-night and you shall decide what I shall do. You are an old woman and see things clearer than I do. Tell me, shall I get off with my husband or go on to Chicago?"

While she was speaking, the train stopped and her husband came in with his overcoat on and his grip in his hand, and stood looking at us.

Laying my hand on her's, I said, "go with him and trust your future in wiser hands than your's. As you said, I am an old woman, and the trials and sorrows of this life for me are nearly done, and I say to you as I would say to a daughter of my own, forgive as you hope to be forgiven."

Turning to her husband, who had come to her side, she handed him her satchel, and in a low voice he said, "God bless you, darling."

Glancing at me she said, "thank this lady Jim, she advised me to go with you."

Holding out his hand he said, as I placed mine in it, "trust me, I will never give her cause to regret following your advice," and with a warm hand clasp from her they turned and left the train together.

I have never seen or heard of them since.

OUR NEW YORK LETTER.

Telling of the various blunders and misdeeds—we might sometimes say crimes—of our present "reform" municipal administration, becomes to a certain degree monotonous; and yet they constitute the principal topics which agitate our citizens. *Causes celebres*, as the French would say, have been unusually numerous during the past year, but none of them has attracted more interest than the Langerman-Aub case, which has just been closed, and is now happily fading away into obscurity. On its face, it was the old, familiar blackmail business, except that the immediate demand for money did not appear; but, somehow,

the newspapers all took up the girl's cause and hounded the defendant with the most extraordinary virulence from the very beginning. The facts themselves were pitifully common enough. A female book canvasser went to see, among other possible purchasers, a "man about town" at his apartments, in the morning while he was still making his toilet. He was still in his bathrobe, in fact, but this did not deter her, for she entered the rooms nevertheless, and while there, according to her charge, he criminally assaulted her.

So bold was the girl's own story as a display of her recklessness of consequences, to say the least,

that every man, without exception, that one met in private life, said unhesitatingly that her charge was a lie; but it was a dainty morsel of nastiness that completely captivated the press, and the jackal element that is unfortunately so pronounced in our city editorial rooms whenever powerful influences are not brought into play to suppress, had full swing. This, in itself, would not have been remarkable or specially harmful; but, unluckily for the dignity of the bench, the case was tried before Recorder Goff, the second rate lawyer whom Parkhurst picked up to prosecute the investigations which he was waging as a weapon against Tammany. In these investigations Goff shamed himself, equally lacking in either common decency or judicial temperament; but nevertheless he secured a nomination to the bench as part of the deal between the Chamber of Commerce and the Platt ring and was swept into office by last year's tidal wave. Ever since his constant effort has been to keep himself in the public eye.

A splendid opportunity seemed to present itself in this Aub case; and one, moreover, where he was apparently sure of the endorsement of the press. And so, against all the probable facts of the evidence—for, as in all criminal trials, the evidence was directly contradictory, and it was a question principally as to which side came nearest to telling the truth—he delivered a most scandalous charge, that was practically an instruction to convict; which instruction the jury proceeded to obey. Outside of newspaper offices everybody felt that a most grievous wrong had been done; for, although it was developed that the man had been a good deal of a libertine, it was perfectly clear that the girl had so far invited evil that on her own unsupported testimony, no reasoning man, on his personal judgment, would have dreamed of awarding the legal penalty of twenty years imprisonment which would have followed.

But it was apparently one of those legal wrongs which have become irrevocable, when, of a sudden, the community was startled with the announcement that the girl had confessed her story to have been untrue. The average judge would have felt so ashamed of his share in the boggle as to have got the whole thing over as quietly as possible; but even here, Goff, to whom the confession had been made in private, must needs utilize it for a grand theatrical display, holding back the publication of the news for open court after he had allowed proceedings to go on to the verge of sentence; and then going on to vent his spite in an utterly unheard of lecture of the now acquitted prisoner. And here came in the comedy

of the affair; for the judge's harlequin-like behavior gave the papers such a grand chance to cover their own shortcomings in the way they had misjudged the affair, that they unanimously turned on Goff, and instead of endorsing his attitude, gave him such a lashing as no judge in this city has received since Tweed's days.

Another of the new judges, holding a minor position—the same one that was mentioned last month as laying down the singular proposition that a policeman had the right to club a prisoner to death to get him to custody—has been distinguishing himself with further attempts at judicial tyranny; and what with a coroner who has been the laughing stock of the town since he has been in office, a sheriff who is under indictment and on trial for neglect of duty, and our circus ring police commission, the new administration can scarcely be called a success on the simple score of competency. The painful incompetence of the police board, indeed, has become a serious matter. So intent have they been to make a record in the way of doing things that their predecessors had not done, or doing them in a different way, so especially bent on enforcing Sunday laws which had become obsolete because public opinion disapproved them though unable to legally repeal them because of the subordinate relation which the city bears to the state; that the police force has become hopelessly disorganized for its legitimate duty of maintaining the public peace and protecting respectable citizens from the depredations of the human wolves which have been bred by unequal social conditions.

It would by no means be true to say that New York had got to be an unsafe place to live in, or that the police connive at such disorder or crime as they actually come into contact with. But their energies have been so misdirected into other channels, their promise of preferment has been made so distinctly dependent on their carrying themselves in such a way as will please the personal whims of the chief commissioner, called in ridicule "Teddy the Terrible," that their old time vigilance is all at sea, and the thieves and crooks and thugs have begun to flock this way, conscious that conditions are more favorable to their existence among us than for years back. The new board is possessed with the idea of creating a semi-military system, ignorant apparently of the fact that the much vaunted military form of organization accomplishes infinitely less in results at a greater expense as compared with the common sense discipline of a great railroad, for instance, or of the postoffice; and while they have been elaborating this artificial framework, the old machinery has been falling to pieces, which had

grown up as an evolution of the conditions with which it had to deal.

Outside of the semi-political interest of city governmental affairs, the topic of most importance is that of intramural rapid transit, which has come periodically to the front during the past few years, until the public is growing rather weary of it as one of the things that make no apparent progress. It is just this indifference which is most counted on by its opponents who control the chief transit facilities now existing: our famous but rapidly coming to be notorious elevated lines. These, it is scarcely too much to say, when we consider their tremendous business, are the worst managed railroads in America. Dirty cars, inadequate stations, old fashioned lamps, such as one finds elsewhere only on branch roads, slow time and underpaid, incompetent officials; these are a few of the attractions which they present to the swarms of patrons who used to be wholly dependent on them and still remain so to a very great extent. For although the surface lines have been so greatly improved within the past few years as to draw heavily on the elevated traffic, it is really not so much that they take away from the latter as that the elevated people do not receive such a steady and rapid increase of patronage as they enjoyed heretofore. And as they have about all they can carry, certainly with the limited facilities that their parsimony permits, they seem to be contented with this; and devote their energies to a relentless warfare, by open and secret means, against the proposition that a comprehensive scheme of rapid transit shall be adopted, the fundamental ownership of which is to be saved from greed such as has been displayed in connection with the elevated roads, by vesting it in the city.

As these lines are being written, a gentle excitement prevails over the Venezuelan dispute. It might be supposed that on the seaboard we would have become seriously alarmed over the apparently warlike situation which has been de-

veloped; but in fact, it is the close familiarity with the bonds of international trade which our position on the frontier gives us that makes us most skeptical as to such a stupendous folly as war being actually consummated. The whole diplomatic controversy is generally looked on as a huge game of bluff, to which political considerations so largely contribute. So intimate and intricate are our relations with foreign countries now that the mind would shrink from the possibilities of chaos that would ensue, if we really believed there was to be any fighting. But all this makes war such an impossibly expensive folly, to England even more than ourselves since her citizens have such enormous interests in this country, that no one in this locality speaks of the possibility except as a joke.

As to the merits of the dispute, that is a little too much for the average citizen to think of unravelling; and, after all, it is not a question of right or money that with us is involved, it is only a sentiment dignified with the name of a traditional principle. Certainly, no matter what our individual opinions might be, we are not concerned in settling questions of right and wrong as between other nations. And when it comes to the question of the Monroe doctrine, the lugging it out of the national archives, where it has reposed so long, has revealed to a great many people that it is not one of the basic principles of our constitution, as they had been in the habit of thinking, but only a bygone formulation of the necessities of two generations ago. When it was set forth we were in the position of a little man who must needs warn his neighbors off from anything that might threaten aggression, because there was always a chance that these might lead up to real dangers, with which the United States of that time was not strong enough to cope. But we are big enough and strong enough today to disregard vague perils and to rise in our might only when our interests are actually encroached upon.

EDW. J. SHRIVER.

COPIED.

THE RELATIONS OF RAILROADS WITH THEIR EMPLOYES.

Following is the report to the American Society of Railroad Superintendents, made by General Superintendent, C. R. Fitch, of the N. Y., L. E. & W. R'y, as chairman of the committee, at the meeting held last October, and subsequently published in the *Railway Age*:

Your committee on the subject of "The relations between railroads and their employes,"

begs leave to report that they have held two conferences, at the first of which it was decided to send a circular letter to the various members of the association, asking for a statement of their experience and for their opinions upon the various phases of this question. Your committee desires to express its acknowledgement to the officers, representing nearly every leading line in the country, who have favored them with replies. The information thus gained will be used to a

very great extent in our presentation of this subject to the association.

It is apparent that the foundation for the best relationship between railroad corporations and their employees is to be laid when the men who are to do the railroad work of the country are selected for employment; upon this much depends. As a western superintendent has well expressed it, "It is the bridge with the weak foundation that goes down with the spring freshet." Unless, therefore, care and discrimination are exercised in the selection of the beginners, it would be idle to expect the best results in practice, no matter with what effort the handling of the material may be attended.

It seems to be the consensus of opinion of our correspondents, and in this your committee joins, that in deciding between applicants for situations, the best service may be expected from young men not heretofore in railroad employment, who have grown up on the respective lines of road, each working with his home in sight and bound to the employing road by strong localities. The boys who have grown up along a railway line are not, as a rule, altogether ignorant with regard to the manner in which train work is done, but even if they are, such ignorance is but a temporary difficulty soon cured, and they are altogether likely, for the reasons stated, to give more faithful service than can be obtained from a transient or shifting class.

Nearly all roads have a printed form of application, substantially alike, in which the applicant is expected to write his name, address, age, reference and previous experience.

It would seem that there is no training for railroad work better than that which is to be gained in the school of experience. A brakeman, for instance, who takes post at the beginning, in the middle of the train, then takes the front and then the caboose, receives in these positions the training in the duties of practical railroading that should make him an efficient and capable brakeman or flagman. Something more than mere manual skill, however, is required to qualify a man for the position of Conductor. Clearheadedness is an indispensable requisite and is a natural gift, soon evidenced in some trainmen and always lacking in others. When to the quickness of perception which enables an experienced trainman to properly take in a given situation, whether it be one of train orders, or of figuring out passing points and "getting over the road" without relying too much on the train dispatcher's assistance, is added that measure of executive ability which secures from his crew respect and obedience, a thoroughly good Conductor is the result. Different but equally valuable qualities, largely natural, but partly acquired, are essential to the locomotive engineer. Along the various stages of progress from lower to higher positions, the unfit or unworthy may or should drop out, until, upon a well regulated railroad, the Conductors and engineers should be, and generally are, a picked body of intelligent men, well equipped for the responsibilities of their peculiarly onerous and exacting positions.

Not seniority, but character, intelligence and technical skill or knowledge would be the governing considerations in making promotions. It is believed, however, that seniority should be given

all the weight to which it is entitled, other things being equal; that is, in deciding between the claims of promotion of two men of equal merit, the senior should invariably be preferred, if for no other reason than to place in this way a check upon mere favoritism on the part of the appointing power. Those of us in authority should be on guard against ourselves.

We do not think any general rule can be laid down for official supervision of employees, but believe a superintendent, to properly fill his place, must keep thoroughly in touch with all of the affairs of his road or division, not only using members of his staff for this purpose, but drawing on every other source at his command, and among other resources by the encouragement of communication from the men. Every employe in the service, no matter how humble his position, should be made to thoroughly understand that any communication from him, whether oral or written, that bears upon the good of the service, is always in order.

The question of discipline, is one of great importance and cannot receive too careful attention. The proper idea of discipline is that while it should be strict, it should not be harsh and should be impartially administered. It is a very serious matter to dismiss a man from the service and should be done only after careful consideration. The committee deplores a tendency to disregard humane practice in this respect. We believe that in administering discipline it would be well to reduce, as far as possible, the number of suspensions from duty and the length of the same, and that disciplinary actions should be bulletined, avoiding the mentioning of names, but stating the action taken and giving the reason why. A complete individual record should be kept, in which entries, both favorable and unfavorable, should be made, the same to be open at any time to the individual inspection of the party concerned. In cases of accumulated bad record showing a succession of misdeeds, or in well proven cases of drunkenness, gambling, lying, gross negligence and insubordination, dismissal should follow. The men should be made to feel that as long as they do right their positions are secure, but that transgressions of the rules will be followed by disciplinary action. We believe that a conscientious treatment of this subject by those in authority, with pains taken in investigation, indicating a desire to know all the facts and to reach a just decision, will do much towards smoothing the rough edges of disciplinary proceedings.

Employes should be required to extend every possible civility to patrons, and this rule should apply to and be enforced in every department of the service.

We can hardly favor the giving of premiums for economy in the use of supplies, because it is not clear that they can be justly awarded, inasmuch as the conditions of service are so varying. We will say, however, that a system of awards for an absolutely clear record in train service during a given period, say a year, such for instance, as prevails upon the Fall Brook railway, might be generally tested with possibly good results.

The committee is of the unanimous opinion that some system of relief, to provide insurance, pensions, etc., is a valuable aid in strengthening the relations between the railway and its employees.

We think a plan to be successful, should be not only sanctioned, but to a large extent financially supported by the railway company. Its accounts should be audited by the company's auditor, while it should be officered by prominent employes. Its membership should be voluntary, with such intelligent effort to make its advantages clear and manifest to everyone as will be likely to make membership well nigh universal. We look with favor upon any well matured plan to provide for sick, injured and superannuated employes.

We believe that at each prominent terminal the railroad should make some provision for the comfort and recreation of its employes, and certain kinds of technical training should be combined at such points under one roof. It might be under the auspices of the railroad branch of the Young Men's Christian Association, or be in the nature of a club of railroad men, examples of which may be found at Cincinnati and at Newark, Ohio, which are proving successful. The members of the committee have visited some of these railroad clubs; they have been found to equal in appointments many social clubs of good repute, and they are support-

ed willingly by a majority of the train and yardmen in their respective vicinities. There can be no question as to their refining influence upon the men, who by their existence are deprived of plausible excuse to seek recreation at saloons. When men of the class of our American railroad workers are given a chance to improve themselves they always take advantage of it.

In conclusion, we would say to our fellow members of the association that you who are entrusted with the operation of these properties, have a duty, the proper performance of which will go far toward the solution of the problems that are confronting us. It is the small things which go to make up the sum of human existence. Painstaking, patient effort to intelligently consider the small grievances will prevent many of the larger ones. Be as mindful of the interests of your employes as you expect them to be of the interests of their companies, always remember the fact that might never did and never will make right, and that those who are under orders are entitled to fair, honorable, manly treatment as long as their conduct entitles them to a place in the service.

MONA'S ISLE.

(Written for THE RAILWAY CONDUCTOR.)

Twilight to my room comes stealing,
Finds me rocking to an fro,
All my thoughts and all my feelings
Fled to days of long ago;
When a careless child I wandered,
Knowing naught of grief or pain,
Over rocky hills and valleys
I shall never see again.

Years have passed and still I wander
'Neath the suns of foreign lands,
But my heart grows ever fonder
Of my home, by wave washed sands;

Where the wild Atlantic surges
Break upon that rock girt shore;
Where the seagull slowly circles
O'er the home I'll see no more.

But the twilight softly stealing,
Comes with footsteps meek and low,
And she wraps me in her mantle,
And I go where I would go;
And in fancy I am playing
Once again upon the sand,
And I send with tears and blessings
Fondest love to Isle of Man.

—MRS. S. M. TAYLOR]



Our readers who write to any of the firms advertising in these columns are requested to mention
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J. A. MILLER, Ass't.

HAPPY NEW YEAR TO ALL.

It has long been regarded as the proper thing to celebrate the beginning of a new year by reviewing, in part at least, the history of the old for the purpose of drawing therefrom whatever lessons of profit and promises for the future it might contain. So far as **THE CONDUCTOR** is concerned, we are content to allow the past year to stand as it was made, and have no apologies to offer for any portion of it. That mistakes were made goes without the saying, since it is no more than a human project, but we know, and we think our readers know, that all those mistakes were honestly made while striving for the advancement of the common cause of the laboringmen, and in this, as in every other undertaking, the purpose must fill the measure of reward and censure. We feel confident that all will agree with us that a decided improvement has been made in our magazine during the year under discussion, and for much of that improvement we are indebted to our readers who have assisted generously in making it the mouthpiece of our organization. We can only promise that we will hold fast to all that has been gained and will endeavor in every way within our power to still further advance the merit of each issue. **THE CONDUCTOR** will never be all it should be until it becomes the foundation of all our work as an organization and the active agent for all our efforts toward the betterment of the labor world. Toward that end we will bend every effort, and to our readers must be left the verdict of success or failure.

To us, as an organization, the past year has

been full of promise. In spite of the fact that the country was but just beginning to recover from the effects of the most disastrous panic in its history, and that railroad men were suffering from the effects of these unfortunate conditions, we have continued to grow, both in numbers and influence, over the preceding year. No one who has followed the history of our organization will question the statement that it is stronger to-day than it ever was before, and better equipped for the battle in which we are all enlisted. The improvement which is coming in the conditions governing the labor world in general is slow, but every month brings its advance, and the year has demonstrated a decided change for the better. On the whole, labor is to be congratulated upon the general situation, and may well look forward with anything but foreboding to the year now opening. First among the resolutions which we take in honor of the new year, let us determine to give up more of our time to the common cause and to consecrate to it more of our best effort. All the portents of the time point to the coming of wonderful changes for the betterment of those who have been called the poorer classes; let us see to it that we are not backward in contributing our full share to the hastening of that blessed day. That the new year now dawning may prove the opening of the age when labor will finally be emancipated and will receive its full share of the product of its toil, and that we may be permitted to contribute to its coming, is the New Year greeting of **THE CONDUCTOR** to all its readers.

YOUR DUTY TOWARD THE CONDUCTOR.

With this present number THE CONDUCTOR enters upon its thirteenth volume, and the time seems auspicious for calling to the minds of our readers once more a duty they owe it as their representative publication. Great as has been the improvement made in the past, there yet remains much to be done before THE CONDUCTOR assumes the place it should hold as the active agent for the good of the Order, and of labor in general. There can be no reason why we should not have one of the very best of all the magazines serving the same general cause. All it requires, is that each one of our readers should take an interest in what we are attempting to accomplish and make that interest something more than a simple passing thought, an active working principle. If

you will all take hold of this work with us, if each one of our readers will only take it upon himself to secure one paid subscriber, we can safely promise that the end of the opening year will find THE CONDUCTOR in the very forefront of all kindred publications. It is easy to talk in favor of the rights of labor, here is an opportunity to do something practical in that line. It is no difficult undertaking. There is no member of the Order in all this broad land who cannot obtain one paid subscriber for his magazine if he will only make the effort. Let us join hands in this good work and give it a trial for one year, if for no more. Rest assured the results will surprise you and you will never regret having made the effort.

PRUDERY A DISGUISE FOR MALICE.

Considerable interest has been stirred up in the literary world by an attack made upon the "Standard Dictionary" by one of its competitors. The attack is made by singling out eighteen words of an indelicate nature and declaring that because they appear in the Standard, it is a questionable work. Things of an indelicate nature exist in this world of ours, and must have names. A dictionary which did not include all the acknowledged words or names, together with a clear explanation of their meaning, would, of necessity, be an abridged work. The fact that out of the 300,000 words, contained in the criticised work, but eighteen were found upon which to rest the criticism; the fact that fifteen of these same eighteen appear in the Century Dictionary; the

fact that some of them are found in the Bible and in Shakespeare's works, and the further fact that some of them are found in a rival dictionary published by the authors of this attack, seem to furnish ample evidence that the Standard has not in any manner overstepped the bounds of propriety or laid itself open to just or merited criticism.

If any are prudish enough to take exceptions to the incorporation of such words in a dictionary of our language, they will do well to remember that when Samuel Johnson was accosted by a woman with the remark, "Doctor Johnson, I am so sorry that you put in your dictionary the naughty words," he replied, "Madame, I am sorry that you have been looking for them."

THE MODERN INDUSTRIAL REVOLUTION.

Labor Commissioner Powers, of Minnesota, has an interesting paper in a late issue of the New York *Independent* discussing "The Modern Industrial Revolution" with especial reference to its relative effects upon labor and capital. We have not seen the full text of this paper but, according to the review given by the Minneapolis *Journal*, the substance of his argument is to the effect that the introduction of steam and the great increase in the productive power of human labor through the application of modern machinery and modern methods of manufacture and trade have "done more than any half hundred causes, have revolutionized all the previously existing relations of labor and capital." These same causes, he

concludes, "have in recent years led to the accumulation of capital to an extent previously impossible among men." Mr. Powers supports these propositions with an imposing array of figures and a number of concrete illustrations taken from the different stages of important trades and manufacturing enterprises, and closes with the question, "is the wonderful accumulation of capital destroying the toilers whose exertions were the main factor calling it into existence, or is it assisting in keeping the masses of our race in life, health, strength and comfort?" The paper is a thoughtful one and the author's answer to the closing question, which is to be given in a subsequent issue of the *Independent*, will be awaited

with interest. It would be obviously impossible to judge of that answer before it is made; but in the reading of his argument the following point suggests itself: Does not history teach us that every great improvement, while it brings its attendant evils, brings also their recompense? If conditions continue and the increasing productivity of machinery does not bring a corresponding growth in the demands of the people, if the luxuries of today do not continue to become the necessities of tomorrow, we may then logically conclude that socialism will eventually be our only city of refuge. If there is any one convincing lesson taught by history it seems to us to be that demand has always followed an increase in productive power. Instances of this are being brought home to us with the passage of every day. It has been but a short time since the introduction of Wheatstones in the telegraph service, thereby

multiplying the efficiency of each operator many fold, was thought to threaten the positions of a large majority of the men then depending upon that business for their livelihood. Contrary to these fears, however, this improvement has brought a corresponding increase in the demand for telegraphic service and few if any men have lost their positions thereby. When the typewriter first commenced to come into common use it was prophesied that thousands would be thrown out of employment by it, but the contrary has been proven true. Under the old conditions very few men employed amanuenses while now the office without its typewritist and stenographer is the exception rather than the rule. The same is so generally true of important modern improvements that this attendant of the "Industrial Revolution" cannot, with safety, be omitted from consideration in such lines of thought as are here taken up by Mr. Powers.

LET THE WORKINGMEN DECIDE.

There have been more than the usual number of war rumors afloat during the past six months, but until very recently, they have pertained to the always strained relations existing between the nations of the old world, and have had no more than a passing interest for us. Now, however, conditions have materially changed, and the war cloud has spread until it threatens to overshadow our own fair land. In a general way it would seem impossible that two such countries as England and the United States, bound together by the ties of a common ancestry and a common tongue, and each proudly claiming to lead in all those attributes which go to the making up of a genuine christian civilization founded upon Christ's undying message of peace and good will to all men, should fall to cutting each other's throats. The attitude assumed by these two nations upon the first intimation of discord, shows how little weight all these considerations carry; and exposes with anything but flattering clearness, the shallowness of that veneer we call civilization.

Just now things are in that uncertain condition when but little would be needed to bring on serious trouble, and while the balance between the two countries continues to tremble, it behooves us as a people, to weigh well whatever of action may be presented for our sanction. This is a matter in which the common people have the gravest interest, since in the past they have generally had but little to say about the inauguration of a war, and have invariably suffered the most from its ravages. There are always to be found in public life men who are

eager to rush the nation into war, in the hope of securing their own advancement, regardless of the suffering they may thus entail or the wrongs they may commit. The lessons taught by the late war upon this subject are yet fresh in the minds of the surviving veterans, and they will certainly pause before bringing about such another saturnalia of crime in the name of patriotism. For the hundreds of thousands of conscientious men who offered their lives as pledges of their faith, there can be naught but praise and gratitude, but the glory of their sacrifices only casts a deeper shadow upon the cormorants who speculated in their dire necessities and made merchandise of the nation's tottering credit.

Great as are the horrors of war, and far as we seem to have grown from its possibility, there may yet arise circumstances under which any self-respecting people must accept it as the less of two evils. No call has ever been made upon American patriotism in vain, and the past month has fully demonstrated that the blood of '76 still runs warm in the veins of the present generation. Before taking any irremediable action, however, we owe it to ourselves to thoughtfully consider the situation and not allow ourselves to be stampeded into following men who may well be suspected of having interested motives, and who, we know, will be the last to risk their precious persons should the point of open conflict be reached. Let the men who must make up the armies, whose blood must pay the price, upon whom must ultimately rest all the burdens of such a conflict, pass upon this question in the light of reason. Let them decide

without passion, and we may then go on in the chosen course, a united people, fearless before the world and confident that in the end there can be naught but honor.

This advice applies with equal force to our English brethren. They are menaced by the same dangers and must face the same responsibilities as ourselves. If labor-unionism is worthy of life, and its doctrines are more than words, they must feel that the time has come to assert their right to determine such matters for themselves. They are as thoroughly competent to decide when their national honor has been impugned

as are the men who hold place over them, and they should not hesitate to refuse to be led into war with their brothers on this side of the water without some better reason than the commands of politicians or of the financiers who move all such puppets. We would be content to trust the sturdy common sense of both peoples in the settlement of any question, however grave, if they would only push aside all intermeddlers, and we hope to see them in this instance demonstrate for all time that they are the ultimate authority, and are no longer to be led by those to whom chance or birth has given a little fleeting power.

THE AMERICAN FEDERATION OF LABOR.

The national convention of the American Federation of Labor, held in New York, commencing with December 9, last, was one of the most important of the many assemblies of labor advocates held during the past year. This strong organization occupies a place among the foremost of the forces making for the advancement of labor, and its action is always regarded as important for the guidance of those who are engaged in the same worthy cause. Naturally much of the time of the delegates was taken up with matters pertaining especially to the workings of their organization, but in at least two particulars, the action taken was of general significance. One of these was the failure of the socialists to pledge the Federation to the propagation of their peculiar doctrines. The proposition to send delegates to the international socialist convention to be held in London next summer, was defeated by a vote of five to one. This vote does not indicate the number of members who are devotees of socialism, it does indicate the number of those who are opposed to committing their organization to its propagandism.

Another and perhaps more vitally important feature of the proceedings was the effort to commit the Federation to independent political action, which was defeated by a decisive vote. It will be remembered that at the Denver convention of last year this body adopted singly a series of twelve resolutions, all of more or less political significance, but when a motion was made to adopt them as a whole, it was defeated. The sense of the last meeting was declared to be that the failure to adopt these resolutions as a whole left the Federation without a political platform, stripping the resolutions of all weight beyond simply voicing the "legislative demands" of fed-

erated labor. This action was given further emphasis by the election which followed, though in this there were other influences at work which had no bearing upon the point in question. Mr. McBride, the retiring President, was a candidate for re-election, and while he was understood to stand for larger and more direct participation in politics by the organization, yet his conservative administration and large personal following, combined with the fact that he had held the office for but one term, gave him strength beyond that of the faction he represented. In short, it is pretty safe to assume that against any other candidate than Mr. Gompers, he must have won by a safe majority, regardless of all the accompanying conditions. To Mr. Gompers more than to any other one man, the Federation is indebted for the proud place it now occupies among the organized forces of the labor world. A man of large abilities and unswerving integrity, thoroughly devoted to the cause of trades-unionism, while in charge of the Federation he steadfastly refused to be led off in pursuit of any side issue, however alluring, but pressed steadily forward until he had placed his organization in the practically impregnable position it now occupies. Strong as Mr. McBride is he can never fill the place of Mr. Gompers, and the Federation is to be congratulated upon having again given the charge of its affairs into his hands. The remaining members of the Executive Council were re-elected with the exception of the third and fourth Vice Presidents, for which places James O'Connell, of Chicago, and M. M. Garland, of Pittsburg, were selected. With its large and enthusiastic membership, headed by such a thoroughly competent board of officers, this organization should continue its past steady growth into broader fields of power and influence.

RIGHT GROWTH THE ONLY CURE FOR SOCIAL ILLS.

The day which passes without giving to the world a new specific for all the ills to which labor is heir may well be counted lost. James L. Cowles presents in the December *Arena* a plan which he is ready to warrant as the only one sure to bring about all those changes for which we have so long yearned and without which the working people must remain in their present condition of hopelessness. It is an ably written article and contains much that will well repay thoughtful consideration. The author coincides with ex-Postmaster General Wanamaker in his affirmation that: "With the telegraph and telephone under control of the postoffice, 1-cent letter postage the world over, 10-cent telegrams, and 3-cent telephone messages would be near at hand." This, however, is only in accord with the teachings of those who have favored the nationalization of the telegraph and telephone as a logical portion of the postal service, with perhaps added strength from Mr. Cowles' forceful presentation of the arguments in its favor. His own suggestions are summed up in the following passage: "Add to these low taxes on the transmission of intelligence, similar low and uniform taxes on transportation, on parcels, 1 cent a pound by express trains, and on ordinary freight rates varying from \$1.20 a ton on first class freight to 40 and 50 cents a ton on sixth class between any two stations in the country, ordinary travel free, and for special passenger service make the rate now charged for the shortest distance the uniform standard rate for all distances, and we should soon have such a condition of things in this country that the tramp, the pauper, and the criminal would disappear, and with them would go the slum, the poor house and the jail." In common with almost all similar attempts at instantaneous cure of the social disorders under which we suffer, Mr. Cowles' argument contains much that will be acceptable to the great majority of his readers, together with much that must be regarded as impracticable for years to come. There seems to be logic in the assertion that the telegraph and the telephone belong naturally to the postal service and could be used in that connection with great advantage to that portion of our people who are now debarred by the prohibitive tariffs charged. The fact that in Sweden government telephones connected with every city in the kingdom are rented for \$6 per year, is enough to give us pause, since anything less than six times that amount is regarded as being cheap in this favored country. Then the telegraph has grown up into a great private monopoly which is not only a burden upon every

interest, but is directly opposed to the spirit of our institutions. Being a monopoly and feeling safe behind the entrenchments of its immense wealth, it gives us the poorest service at the highest prices known to the civilized world. The telephone is almost as bad, and despite the fact that its patents are expiring promises to continue its hold upon the people indefinitely. The advantages to be gained by the nationalization of these interests would be many and the proposition to so dispose of them is gaining friends with the passage of every day.

On the question of the railroads, however, the argument is not so plain. Many who would welcome the nationalization of the telephone and the telegraph, and are willing to accept so much of socialism as is included in the municipalization of such forms of the public service as water, lights and street railways, draw the line at bringing the railroads under public control, and that is where Mr. Cowles' proposition must end. This would be so stupendous an undertaking, and the arguments against it are of such undoubted weight, that a just discretion requires us to be slow in accepting it and to take ample time for the preconsideration of every step, however small. The zealous advocates of all these reforms are too prone to forget that evolution is the law of national, as well as individual, growth and neglect to give sufficient thought to the disorders which must follow such sudden and radical transformations as they urge. Let us be content with small gains, and leave it to the future to bring about the adjustment of all our relations to the level of strict justice.

In following out this line of thought regarding the railroads, the most urgent field for action, it seems to us, is to be found in the inequalities of the burdens imposed by them upon their patrons. The recent newspaper discussion for and against the establishment of lower rates for upper berths in sleepers has called out from the railway officials of the country the unanimous statement that the sleeper and diner do not pay for themselves under present conditions, and it follows, beyond question, that those who travel in the day coaches must make up the difference. There is altogether too much of this disposition to force upon the poor those burdens which belong to the wealthy, and which they are much better able to bear. If there is to be agitation on any feature of this question, why not let it be in favor of securing lower rates for those who, under present conditions, can only travel when compelled to, leaving those who can afford luxuries to foot the bills. This can be

done with much better grace since the experience of other countries has demonstrated this to be the true business policy. In India, rates as low as one-fourth of a cent per mile are given for third-class passage, and it has brought about such an increase in the travel of the poorer classes that the experiment has increased the revenues of the roads concerned. There are many limitations making such a change impossible in this country, but it seems safe to assume that some reduction might be made which would result in a great in-

crease of travel and additional income for the roads making it. The adoption of such a policy would result in greatly quickening the intercourse of all classes between all portions of the country, and its beneficial effects would be felt in every interest. Here we have a measure of reform which has been tried and its merits practically established. Would it not be better to urge its adoption and be content to follow it with other and similar steps, than to accept nothing less than the immediate and complete overturning of our entire social and economic system?

THE PRINCIPLE OF ARBITRATION VINDICATED.

Christmas times brought no more cheering message than that the great trolley strike in Philadelphia had been settled in a friendly manner and upon a basis which meant a practical victory for the men. Questions of compensation and of hours of labor were involved in this difficulty, but the fundamental principle for which the strikers were contending was the right to belong to any labor organization they might select. At the outset the two sides were almost diametrically opposed on all questions, and when they came to line their forces up nothing short of a long and bitter contest seemed possible. During the week which followed the feeling grew constantly warmer until it was thought the point had been reached where bloodshed and pillage must follow the next step taken. Here the Hon. John Wanamaker intervened and by his kind offices secured a settlement with which both parties were content. Mutual concessions were necessary to bring this about, but the men received a confirmation of their right to organization and, as this was with them the chief contention, they had every reason to be satisfied with the outcome.

To labor in general the significant feature of this strike must be the signal success which attended the intervention of a third party between the two contending factions. When such conflicts have once been precipitated through the hasty or ill-advised action of either side, there is

generally but little hope of arbitration, unless it is proposed by someone known to be disinterested. When so proposed but few will be found willing to accept the onus which must follow its refusal. The railroad Brotherhoods are unqualifiedly committed to the policy of arbitration, as was shown by the bill endorsed by them and passed by the lower house of the last congress. In our opinion the most beneficial feature of this measure was that providing for the appointment of government officials as arbitrators who should be of such high standing as to command the respect of all, and whose duty it should be to urge upon all engaged in strife or threatened with its coming, the advisability of having recourse to arbitration. The necessity for having men of high mind and established station to fill such positions was more than established by the instance we now have in view. If Mr. Wanamaker had not been so well-known and so thoroughly esteemed by all classes, it is doubtful if his mediation would have carried weight enough to have secured a hearing from either party. As it was, both were willing to trust him from the first, and the result was a happy end to what might well have proven a terrible disaster to the men, the company and the city. All are to be congratulated upon their good sense and fair mindedness, and from the example thus given it is to be hoped that the principle of arbitration will gain friends and strength leading to its general adoption.

REPORT OF INTERSTATE COMMERCE COMMISSION.

A synopsis of the Ninth Annual Report of the Interstate Commerce Commission is at hand, and the acts, as well as the opinions of this Commission, are matters of vital importance to all railway employees. We have before called attention to the difficulties which the Commission have met in undertaking to enforce answers to questions on the part of witnesses, and it seems patent that the life

of this Act and all hope for good results from the same hang entirely upon the decision of the Supreme Court in the case of Theodore F. Brown, of the Allegheny Railway Company. On this subject the report says:

The cases are rare and exceptional, if not accidental, in which offenses made misdemeanors by the Act can be proven by other testimony than that of one of the guilty parties.

The Commission call attention to the fact that five years have elapsed since they first recommended legislation providing that corporations should be made subject to indictment according to the original intent of this law, and that such legislation has not been enacted. They assert: "The special weakness of the law is the want of finality and binding force to the decisions of the Commission." They recommend various amendments to the law, all strictly in harmony with what was believed to be its original intent, and it seems as though the time had arrived when the legislative branch of the government should devise and provide ways and means of enforcing the spirit of this Act or provide for its unconditional repeal. If the Commission are to be entrusted with the exercise of such power as is now vested in them by the Act, there certainly can be no danger of extending that power and giving them authority under which some respect for the law and the Commission, who are the direct representatives of the government, will be entertained.

Of course a great deal of space is devoted to the report of the work of the Commission, statistics of railways, government aid of railroad and telegraph lines, court decisions, uniform classification, etc.

In the matter of safety appliances, the provisions of the Safety Appliance Act of March 2, 1893, are recited, and report is made of the hearing had on July 12th last, upon application of various railroads for extension of the time within which to comply with the requirement to provide grab irons or hand holds on the ends and sides of cars. The Commission extended the time within which such grab irons or hand holds should be provided from July 1 until December 1, and the time within which cars used in interstate commerce should be provided with draw bars of prescribed standard height until February 15, 1896. The grounds upon which this action was taken are stated in the report and the report says:

The carriers are apparently endeavoring to comply with the law. A large number of them have sent notices to their connections that after the first day of December they will refuse to haul any cars that are not properly equipped, and that in compliance with a resolution adopted by the American Railway Association, in October, 1895, they will equip the cars coming on their lines with the necessary appliances to meet the requirements of the law, and charge the owners of said cars at the price agreed upon by the Master Car Builders' Association. On November 30, more than 2,000 cars were held by the Reading Railroad Company, and an equal number by the Pennsylvania Company, which they refused to allow to come upon their tracks until the necessary appliances were placed on the cars.

The Master Car Builders' Association has recommended the positions which grab irons and hand holds should occupy, and that Association took an informal ballot among its members, more than two-thirds voting in favor of the proposed modification. This action, however, does not impose any legal duty upon the carriers. It is conceded that the location of grab irons or hand holds should be uniform, and it is suggested that this be fixed by legislative enactment. Some question has been raised

as to the validity of that portion of the act which authorizes an association of individuals, the American Railway Association, to fix the standard height of draw bar, and it has also been stated that the standard as fixed in compliance with law is ambiguous. While there may be no difficulty as to the interpretation of the law, it is suggested that the standard which has been in operation since July, 1893, be now definitely fixed by Congress. The object to be attained, both as to hand holds and grab irons, is uniformity, and difficulties and embarrassments are sure to arise if room is left for railroad superintendents to exercise their individual preferences.

Under the head of "Railway Accidents," figures for the year ending June 30, 1894, are given, and comparison with preceding year shows that a smaller percentage of the railway employees were killed or injured in the discharge of their duties. Statistics on this subject covering the year ending June 30, 1895, have not as yet been compiled. On the subject of modern appliances the report says:

The Supreme Court of the United States has held in cases cited that the hazardous character of the business of operating a railroad seems to call for special legislation with respect to railroad corporations, having for its object the protection of their employees as well as the safety of the public, and that it is incumbent upon promoters of works of necessity or utility, where such occupation is attended with danger to life, body or limb, to provide all appliances readily obtainable known to science, for the prevention of accidents, and that neglect to provide such appliances will be regarded as proof of culpable negligence.

The amendments recommended, if adopted, would impose no new liability upon the railroad companies, but they would make more effective the general provisions of the law respecting safety appliances.

In discussing the question of traffic agreements the report sets forth that although it is generally known that the gigantic combination of the Chicago and Atlantic Seaboard Railways is practically perfected, the Commission do not feel that they would be justified in taking any steps until an illegal contract has been filed with the Commission, or until some evidence that the law is, in fact, violated by the operation of such agreement is furnished. They say:

While the Commission is impressed with the evils attending the present system of competition, and concedes that the practical results of that system upon railroads and the public are unsatisfactory in many respects, it nevertheless believes that the re-establishment of pooling without adequate restrictions and further remedial legislation would be unwise, since otherwise it would be in the power of the combination to charge excessive rates for the transportation of staple commodities and necessities, and thus deprive the people of the benefits arising from the competition which now exists.

In the matter of ticket brokerage, they say

This practice is strongly condemned. "We can discover no legitimate field for the operations of the ticket broker. His occupation is essentially lawless; his activities have no legal sanction and are entirely at variance with any defensible principle upon which public transportation can be conducted. Nevertheless, the business has many followers and is not without apologists. By means of an extensive organization and a perfected system of co-operating agents, and quite largely, it is said, by the connivance of carriers themselves, the scalper, wherever he may be found, has constantly on hand and offers for sale, tickets which enable a passenger to travel at less rates than he would be obliged to pay if he dealt with the railroads directly."

"If passengers can be carried at a profit, notwithstanding the losses which accrue from these 'cut-rate' practices, it is manifestly just and for the interest of the public that lower rates, instead of being enjoyed only by those who patronize the scalper should be made avail-

ble to all travelers alike." What was stated by the Commission on this subject in its report for 1890, is quoted, and, as in that report, it is recommended that Congress prohibit the practice and enact a penal statute of proper scope and penalty.

They renew a former recommendation for such amendment to the law as will provide for the Commission special agents to be employed by the

Commission in the same general manner as similar agents are employed by other departments of the government. They express the belief that the employment of these special agents would greatly facilitate the enforcement of the law and the performance of their duty as Commissioners thereunder.

A SHORTER WORK DAY.

Some time during the present year the American Federation of Labor will take up the fight for the general adoption of the eight hour work day. The plan will be substantially as has been outlined before in these columns, some one or more of the affiliated organizations will be selected to commence the agitation in this direction. Entire charge of this great undertaking was given over to the Executive Council of the Federation, and upon it will devolve the duty of selecting the subordinate body or bodies best fitted to conduct the contest. When this selection has been made and the time is ripe for the effort, all the forces of the organization will be concentrated in aid of the leaders. An organized effort will also be made to secure the assistance of newspapers, ministers, politicians, in fact every agency that promises to give anything of added strength to the movement. The leaders of the Federation are confident that a victory for one or two of the leading trades will clear the way for their reform and bring about its general adoption within a comparatively short time, and to that end propose to devote every atom of strength and influence they can command to

securing the success of their first campaign. The essence of their platform is to be found in the following closing paragraphs of the report adopted at the annual convention just closed, and we recommend them to the thoughtful reading of every friend of labor:

Each hour reduced from wages slavery makes us more free and helps to make a fighting ally for us of the unemployed, and reduces the power of our opponents through the lessened profits upon our labor.

It is as true now as when it was declared a quarter of a century ago: that less hours means reducing the profits and fortunes that are made on labor and its results; more knowledge and more capital for the laborer; the wages system gradually disappearing through higher wages; less poor people to borrow money and less wealthy ones to lend it, and natural decline in the rate of interest; more idlers working and more workers thinking; the motive to fraud reduced and fewer calls for special legislation; woman's wages increased, her household labor reduced, better opportunities for thought and action, and the creation of motives strong enough to demand and secure the ballot; reaching the great causes of intemperance, extreme wealth and extreme poverty.

To this contest for a shorter work day, we invite the cooperation of all who seek the uplifting of humanity.

We greet our brothers from E-gland as fellow soldiers in the same cause, and through them we send to the organized labor of the Old World our "All Hail" and amen to their every effort to emancipate labor from the thralldom of the wage system.

With hands extended, grasping brother's hands, we pledge ourselves anew to seek by honorable and peaceful ways that justice so long denied. Our steps though slow, are leading up the mountain of our hope.

THE PLAIN TRUTH.

As is the case with every extremist, Governor Altgeld frequently occupies ground where none but the most radical can follow, and ground which he must abandon in time, but he is more often right than many of his critics are willing to admit. There can be no question as to his courage, and the readiness and vigor with which he sustains his views, regardless of opposing interests, has well won for him the bitter hatred of those he has dared attack. Never was a man more thoroughly right or more patriotic than was Mr. Altgeld when, in reply to a published criticism of his pardon of two political offenders, recently convicted in Chicago, he gave utterance to the following truthful arraignment of the men who most menace our free institutions to-day:

You say the conditions in our great city of Chicago are deplorable; that there is rottenness, plundering, corruption everywhere. I agree with you. This is foreign to

the subject, but, as you have introduced it, let me ask, who caused this rottenness and this corruption? Not the poor, not the great masses of the people. It was the corrupting hand of unscrupulous wealth which, no matter how infamous its work, always wore the glove of respectability. That is to a great extent the source of the corruption which is destroying us.

In recent years we have witnessed the remarkable spectacle of men who made great pretensions to respectability bribing the assessor, bribing city councils, corrupting public officers, debauching legislatures, all for personal advantage, and then turning around and contributing money for the prosecution of small offenders, and if you will look over the list of subscribers to the large sum your association raised, you will find there the names of some men who are stockholders in various corporations which spent money at Chicago and Springfield to secure legislation, to defeat legislation, which spent money to corrupt public officials in order to gain an unjust advantage, and which then paid to its stockholders the fruits that were obtained by bribery and corruption.

If your association desires to right some of the great wrongs of the age and to rescue our institutions from destruction, why do you not look occasionally toward the source of the evil?

Let me say in conclusion, that it is not the small offenders and it is not the common people who destroy the institutions of government anywhere, but in all countries, in all times, and in all nations, it has been the unscrupulous and dishonest rich and the professional and semi-

professional class that courts their favor, who destroyed the institutions of their country. It is the class that clothes robbery with respectability, bribery with pretense and corruption with patriotism.

This is the plain unvarnished truth, and the world would be much nearer the millenium if there were a few more of our public officials with courage to follow so good an example. If the republic stands until overthrown by the working people it will outlive the hopes of its most ardent lovers. All its dangers must come from the

select few who now assume to be above all law, save only when they or their possessions need its protection, and who are daily doing all in their power to drive the conservative portion of our people, the men who are the nation's only hope in time of peril, into the ranks of socialism and even anarchy. Absolute equality before the law is our only safeguard, and unless the rich, both men and corporations, are brought to accept this truth, they are doomed to reap such a harvest from their present arrogance as the world has not yet known.

The importance of making every possible point against convict labor competition should be kept ever fresh in mind. The Minnesota Federation of Labor, at its recent meeting in Winona, followed up former action on this question by unanimously demanding that no convict labor be used in the construction of their new state capitol. If all other labor organizations will only be equally alert to attack this evil it will not be long until it is so controlled as to do the least possible harm to the honest toilers of the country.

The Garment Workers of New York are again engaged in contest with their taskmasters, the contractors. With their victory of last year it was thought that the infamous sweating system had been forever abolished, but it is now apparent that the contractors were only waiting for what they regarded as an opportune time to revive it. Fortunately, the tailors, profiting by former experience, had no sooner won their point, then they set about strengthening their organization in every possible way, and are now much better equipped for a struggle than they were a year ago. At this writing they are standing to their guns with all the devotion and spirit which brought them success before, and present indications point to even better results for them. The sweating system in all its phases is abhorrent to our free institutions and a disgrace to our boasted civilization, and any attempt to resurrect it should bring down upon its supporters the execration of the entire nation.

We wish to call the especial attention of our readers to the report made by General Superintendent C. F. Fitch, of the N. Y., L. E. & W. Ry., as chairman of a special committee, to the American Society of Railroad Superintendents at their meeting in October last, which will be found in another portion of this issue. The subject under consideration was "The Relations of Railroads With Their Employees" and the report treated the many perplexing problems contained under this general head with a broad mind, fairness and

hearty recognition of the rights of the workers which cannot be too highly commended. This is particularly true of the principles enunciated in the closing paragraph, which are worthy of study and adoption by both employer and employe.

There is a strong feeling with many of the Chicago employes against the system of payment by bank checks instead of money, and they are commencing to agitate in the hope of securing a change. It is stated in support of their position that the checks are not given to them until after business hours and, as they cannot get to the banks without losing time from their work, the only recourse left is to have them cashed at some saloon or business house. The saloons are quickest to take advantage of this condition, and the result is they get far more than they should out of the money which should go to the support of needy families. According to the local papers the first move in the direction of the proposed change will be to ask the pastors of all the Chicago churches to set apart a day on which to publicly protest against check payments. Following this, other influences will be brought to bear until their wages are restored to a cash basis. Such a change can certainly mean but little to the employers, and if it is of as much importance to the employes as they claim, there should be little difficulty in bringing it to pass.

Portions of the action taken by the Patriotic Orders at the meeting of their national council in Washington, early last month, is of interest to the great body of the voters of this country. Among other things, their platform demands the enactment by congress, of stringent laws restricting immigration; making it impossible for the states to grant the right of suffrage to those who are not citizens of the United States; and requiring that all property, public property alone excepted, be subject to equal taxation. Our working people are beginning to demand protection from the competition of ignorant, debased, foreign labor, unable

to appreciate our standard of living, and every election furnishes a stirring object lesson in the dangers attending ill-advised and almost criminal state legislation on the subject of the franchise. So far as equal taxation is concerned, there can be no contest. It can be brought about without revolution, as our present laws are strong enough if given into the hands of honest and fearless men for execution, and it would at once lift a grievous burden from the backs of those who should never have been called upon to bear it. So much at least, of the avowed purposes of these "Orders" is worthy of the respectful attention of the men they are obviously intended to benefit.

COMMENT.

The origin of the term "dollar" is thus given by Mr. Henry Seymour, in an appendix which he has recently written for the English edition of "Ten Men of Money Island," an elementary work on finance of more than usual merit: "The term dollar is a variant of the German 'thaler' and Danish 'daler.' About the beginning of the 17th century the Counts of Schlick commenced to coin ounce pieces of silver obtained from their mines at Joachimsthal, (Joachim's Dale) in Bohemia, and they secured such high repute as to become standard coins, whence the name 'Joachim's thaler,' literally 'a valley piece.' This name was eventually extended to other similar coins, notably the old Spanish 'piece of eight,' the 'peso of eight reals.' The American dollar originated from this latter, and was legally established in 1785. Hamilton, in his mint report, in recommending what the weight of the dollar should be, did not take the legal standard of any particular issue of the Spanish dollar as his guide, but the average quantity of fine silver in the then current coin. Accordingly the mint act of 1792 provided that 'there shall be from time to time struck and coined at the said mint, dollars or units, each to be of the value of the Spanish milled dollar, as the same is now current, and to contain $371\frac{1}{4}$ grains of pure, or 416 grains of standard silver.'"

* * *

Those who have permitted themselves to be deceived by the specious arguments of the gold standard advocates, would do well to consider the following, which appeared in a recent issue of the *London Bankers' Magazine*, from the pen of Mr. W. R. Lawson: "Inflation of paper money and an over-abundance of silver money are matters of common knowledge, but a possible plethora of gold presents itself as a novel idea. It is, however, an idea which may have to be reckoned with shortly. The right of free coinage of gold may have to be suspended in England as the free coinage of silver was suspended in India and under the Latin Union. Behind that again, would stand the last resort of all, limitation of its legal tender power. If the gold shut out from the mint lost value in consequence, that would be a matter

for the producers to adjust, as other producers have to do. For the evil of excessive currency there is but one remedy, whatever the currency may be; it is restriction; and for metallic money the only known methods of restriction are, first, limited coinage; second, limited legal tender."

This is the old cry, which was first raised about 1853, when the wonderful productivity of the California gold mines caused the money kings of the world to fear that the stock of gold would be increased to such an extent that they could not control it. It is now raised on account of the same fear with respect to the South African gold fields. The expression of the fear is a palpable sacrifice of the entire argument of the so-called "sound money" advocates. It shows plainly that their quality argument has no force whatever; that quantity, and not quality, is what they are after; and that the only present virtue in gold money is that it is furnished in such limited quantity that they can control its issue in their own interests.

* * *

When questions of public policy are divested of the special pleading of political shysters and presented without reference to class or party prejudice, in the plain and simple language of fact, we are apt to get a very fair idea of their true merits. This observation applies to the following remarks from an address by Mr. Clement F. Street, at the third annual banquet of the Western Railway Club, on September 17, 1895. Mr. Street was introduced as "a gentleman who has been around the world as engineer of the World's Transportation Commission of the Field Columbian Museum," and in response to the sentiment, "The Globe Trotter," he gave some very interesting descriptions of conditions in other countries. His remarks concerning the far east were in part as follows:

"The silver question is, of course, the all important one to them. Under the present condition of affairs the people in all of these countries are rapidly being forced to manufacture their own goods. In India there are at present 140 cotton mills, while the cotton mills of Manchester are standing idle; and they are preparing to build their

own locomotives. In Japan they are also preparing to build locomotives, and have already built one and have three more in process of construction, and the general opinion is that in a few years all the locomotives in the country will be manufactured there. The reason is obvious. A skilled machinist can be employed for about twelve and a half dollars a month of our money. Before the depreciation of silver that would have been twenty-five dollars a month of our money, under which circumstances it was comparatively easy for our manufacturers to compete in their market, while under the present conditions it is exceedingly difficult, as the cost to the purchaser has doubled and the cost of manufacture remained unchanged."

Taken in connection with the recent very startling accounts of the invasion of our markets by the Japanese manufacturers, this statement is significant and important. Our worship of the golden calf may turn out to be a very bad thing for us; it may inflict almost irreparable injury upon us from a quarter from which we least expected it.

* * *

"One of the greatest difficulties a man has in getting his rights in this country is that it takes too long to get them. The administration of the law must be stripped of some of its humbugs. The law should be stripped of all its technicalities, and every principle or practice of the law that stands in the way of speedy justice, no matter how ancient or honorable, should be abrogated."

There is nothing startlingly new in this language. Similar sentiments have been expressed, times without number, in the past; but those expressing them have generally been regarded as wanting in proper reverence for the dignity of law. They have been looked upon suspiciously as, in a certain sense, enemies to society, and their assertions concerning "humbug" in the law have been set down as the ravings of so-called anarchy. But when language of this kind emanates from a highly respected judge on the bench it is something significant. It is something new, and is worthy of note. And the above quoted utterance is the language of an eminent circuit judge, Robert E. Frazer, delivered during the course of a public address at Detroit, Mich., a few days ago.

Speaking further of the administration of law Judge Frazer said: "A circuit judge has greater power than it is safe to confide to any man, and it is a power for good or for evil. Every right that a man has in property, in good name, in liberty, in the inheritance of his children, or the love of his wife, comes daily in review before the courts, and by an emphasis here, or an emphasis there, by a lack of courage, by an attempt at favor, injustice may be done, and there is absolutely no remedy. An astute judge, by an inflection of his voice, or by a smile or a frown, may turn a case this way or that way, and the sharpest lawyer in the world cannot take an exception to it and make it stick. Such things have been known to occur, and they are well known among the members of our profession." It's a great pity that we haven't more Judge Frazers on the bench, since we must have judges. A man who has the courage and honesty to speak as plainly as he does, is pretty apt to be as absolutely just as a judge can be.

* * *

The limitations placed upon the progressive development of the labor movement by our rigid constitutional forms, are becoming more onerous every day, and the time is fast approaching when a more than ordinarily flagrant case of unjust interpretation will cause those limitations to be broken down. It is just as well for labor men to understand the nature and scope of the problem, and be prepared to meet its requirements properly, and in time to prevent the occurrence of serious trouble. Men who are invested with political power calculated to enable them to impress their desires on the laws of their country, and accomplish reforms intended for the improvement of their social and material status in a lawful and orderly manner, will not always submit to be balked in their desires by the decisions of a judicial power which is entirely out of sympathy with them. The lines are becoming very sharply drawn; the judicial power, buttressed by the constitution, is fast exhibiting itself in its true light; and labor men will soon be forced to begin at the bottom and build upwards if they expect to accomplish their emancipation peaceably. The workingmen of Illinois are already informed that they cannot have an eight hour law. What are they going to do about it?

"B."

BORROWED OPINION.

If Admiral Walker and Gen. Miles are very much disturbed because this country is not better prepared for war, it is safe to assert that the people of this country are more disturbed over the mire of selfishness and greed extending over its

world of industry than they are regarding the condition of the army or navy. The insidious enemy within our borders threatens the peace and prosperity of Americans far more than anything else.—*Railroad Telegrapher.*

Persons crossing the North Shore Ferry may often see a large punt with several big refrigerating cars on board, making the trip between Darling Harbor and the large warehouse of the Pastoral Finance Association on Kirribilli Point. This principle of transporting railway vehicles with their loads by water in order to save the risk and expense of transshipping is carried to a much larger extent in America, where whole trains are transported on specially built vessels for distances of often many miles. A new service has just been started on Lake Michigan, which provides for the ferrying of train loads of twenty-eight cars for a distance of no less than 240 miles, the trip taking about twenty-six hours. The vessels are strongly built of iron and wood and have four tracks of seventy-five pound rails laid on the decks, the cars being securely fastened by strong tackling. The boats have no motive power in themselves, having to be towed by powerful tugs.—*New South Wales Railway Budget*.

Bicycle enthusiasts are said to be chuckling over the thought that they can get around the decision of the railways to charge for transporting their wheels, by the device of packing them in trunks, which must be checked free as baggage. This would be perfectly legitimate, and the Western Passenger Association has so ruled. But the financial wisdom of paying dollars for a trunk to save cents in transportation charges, may well be questioned. And at the end of the rail trips what will the cyclers do with the trunks—abandon them, pay storage and cartage or bring them home on their wheels?—*Railway Age*.

When the revolution took place against the sweating system, represented by what is known as task work, the contractors, notwithstanding their record in the past, claimed that they were satisfied with the new order of affairs, and were in favor of weekly work and union regulations because this change had been made uniformly. The manufacturers at the same time publicly proclaimed that they were satisfied with the result, as the clothing trade, particularly of New York, has been raised to a higher plane, and the odium resting upon the trade has been removed. * * * The contractors, however, true to the reputation they have long borne for narrowmindedness by their method in seeking temporary gain at the expense of the future, have taken steps to have the abominable sweating system reestablished. * * * The contractors, however, are reckoning without their host, for once in the history of the railors, they have not only maintained their or-

ganization after a strike, but made improvements, and such a move on the part of the contractors is watched with serenity.—*The Garment Worker*.

Railway building in the United States reached this year, a lower point than in any of the last twenty years; indeed, in only two years since 1865, thirty years ago, has so small a mileage been built. Our records for 1895 now show only 1,782 miles of track laid, a tremendous decrease from the great year of 1887, when almost 13,000 miles were put down. In the eight years since that time the decrease in construction has been great and continuous, and this year the total built was only about 100 miles more than in the year 1855—forty years ago. * * * Not only are the mileage and number of new lines for 1895 smaller than the annual totals for many years, but the number of states in which no track was laid is larger. Of the forty-nine states and territories into which the country is now divided, fifteen made no increase of railway mileage last year. * * * Only one New England state added any track. The largest mileage was laid in Texas, 224 miles, followed by Indian Territory, with 150, California with 96 and Ohio, Pennsylvania, West Virginia, Maine and Georgia, with between 80 and 90 each. The southwestern group of seven states added 540 miles on 28 lines, while the ten states in the South Atlantic and Gulf and Mississippi valley groups come next with 452 miles, on 48 lines, the greater part of the new mileage thus being in the south and southwest. The new construction in general consisted of short branches and extensions, the average for the 164 lines built being only a little over ten miles each. * * * The bottom has been reached and a moderate revival of railway building may be looked for. Materials are exceedingly cheap, labor is abundant, practicable enterprises are numerous, and on some of them much work has been done, business is reviving in spite of the terrific assaults from political and speculative quarters, and the needs of many localities for greater transportation facilities must be met. It is true that the remarkable development of electric railway building has had a repressive effect upon not a few local projects; but for transportation lines of any considerable importance, the steam locomotive does not yet recognize any competition, and the building of steam railways is still to go on, although the pace of former years may not again be equaled. The railways of the United States on December 31, 1895, will aggregate a little over 181,000 miles.—*The Railway Age*.



Editor Railway Conductor :

I am sorry to open my letter with the announcement of the death of Brother Morris Reidy, of Mt. Gilead, O., employe of the Big Four. He was attacked with illness while on a visit to Cleveland, and sick but a few days. Sister Reidy and daughter Ida were wired and at once came to his bedside, remaining with him at the hospital until the Death Angel summoned him home. Brother Reidy was a devoted husband and father, an honorable member of Division 14, and a man respected by all who knew him. Our sympathies go out to our dear Sister and her daughter in this terrible sorrow, and words but feebly express what is in our hearts.

Our annual election of officers resulted as follows: President, Mrs. J. W. Sylvester; Vice President, Mrs. W. M. Forbes; Sec. and Treas., Mrs. J. F. Lahiff; Sen. S., Mrs. C. P. Hodges; Jun. S., Mrs. A. H. Fullam; Guard, Mrs. C. Porter; Chairman Executive Committee, Mrs. Geo. Maxon; Correspondent, Mrs. C. P. Hodges.

How are we prospering? About the same as usual, thank you! Perhaps I should add, "with evidences of increased interest," since cool weather has come [I cannot say cold weather so far (the holidays) has been very mild for winter.]

Since my last correspondence several interesting events have transpired, which recorded here may be of interest to others as well as ourselves. In September we held a quilt drawing. Sister Rice pieced and beautifully quilted a quilt which she presented to Bethlehem Division for the purpose of making a little money. Besides all her hard, patient work in the construction of the quilt, she assumed, at the request of the Division, the task of making the arrangements for the drawing, which as you all know, was no small amount of work. Tickets at ten cents were issued and sold, and the drawing held in a very pleasant hall. A light lunch was served and a very pleasant evening enjoyed by all present. Sister Rice is one of our willing workers, as you will readily guess, and a neat little sum was added to the treasury. Thanks feebly express our appreciation.

Some weeks ago our socials were resumed, two having been held to date, besides a surprise social at the home of Sister Forbes, a ring being presented her, inscribed with the letters T. F. Sister Forbes was much surprised, evincing it by her excited manner during the evening. The visitors brought their lunch along and the evening passed pleasantly.

But the event of the year was joint installation of officers, December 21st. Sister Pennell, our retiring President, acted as chairman, and a fine programme was rendered, the talent, with one or two exceptions, being all our own. The Grand President, Sister J. H. Moore, was present, and spoke, also officiating as installing officer for Bethlehem Division, Brother J. F. Lahiff, the retiring Chief, performing the same service for Cleveland Division No. 14.

Several presentations were made during the evening. Sister Sylvester, in behalf of the appreciative members of Bethlehem Division, presented Sister Pennell, retiring President, with a bunch of exquisite roses, tied with ribbon, in the colors of the Order. Sister Pennell was speechless, and turned to Sister Hodges who stood near by, and requested her to respond for her. This she did by first announcing the request, and saying she knew just how Sister Pennell felt, as she had "been there" herself, and with an attempt to enumerate a few of Sister Pennell's good qualities, made a second presentation to her of one dozen sterling silver teaspoons. This time she found voice, choked with emotion, to respond herself, doubtless fearing to again call for assistance. At the close of the program, which was quite lengthy, a light lunch was served. Visitors were present from Toledo and Collinwood, and all united in declaring that a pleasant evening had been spent.

Considerable enthusiasm was excited over the possibility of soon giving another entertainment. As this one interested and brought out members who have been remiss in their duty of attending the meetings regularly, and as this has been the greatest difficulty with which we have had to contend, I would like to add my mite to the many re-

cent letters of complaint which have appeared in the columns of THE CONDUCTOR. They say "misery loves company," and when I read that the O. R. C. Divisions are suffering as well as the L. A., I gain courage to speak up, too, hoping that some of our negligent ones will see this. But I wonder if they read THE CONDUCTOR? We may be assuming too much, to believe if they have not interest enough to attend the meetings that they will read the lectures meant only for them in THE CONDUCTOR. But let us hope that many do read THE CONDUCTOR, and that these many letters of remonstrance will have a "stirring up" influence generally, and that the old custom of staying at home will be changed to a new one of attending the meetings regularly, and instead of continually finding it necessary to "harp on the past," we may look with confidence to the future welfare of the Division and be able to say: "Old things have passed away, behold all things have become new. Remember ye not the former things, neither consider the things of old. Behold I will do a new thing, now it shall spring forth."

We are on the threshold of a new year—new officers are at the helm. New rituals are in our hands, to enhance, beautify and elevate the work of the Division room; new laws have been enacted; new supplies are in our possession. The conditions, so far, seem to be all that could be desired for a successful year. But are these all the requirements necessary to success? By no means! Everything depends on the individual members themselves, and not on a few only, but on all. An elegantly furnished apartment seldom used, closed, darkened and cheerless, would be of as much use as a Division which has lost its attendance. In this new future, oh! what possibilities are before us, with all attending regularly. Let us in imagination, go to the open window and take a peep into the coming twenty-four meetings of the year. What first strikes your attention? Good attendance! in capital letters. This is most essential to success in any lodge work.

We see our Division room filled with earnest, interested faces, good cheer abounding, the atmosphere pure and free from discord, the "Good of the Order" uppermost in the minds of all, self forgotten, harmony prevailing, while the objects of the Order, as set forth in the constitution of the L. A. to O. R. C., viz: "Moral, social and charitable improvement," are faithfully and conscientiously carried out.

Now note, "Moral, social and charitable improvement." Charity is last mentioned. Too often is the mistake made that charity is the sole aim of the Ladies' Auxiliary, to the exclusion of all sociability or kindly feelings. How easy to see,

that if the moral and social conditions are carefully cultivated and sustained, the charitable work will thrive without a drawback. I do not believe our sole aim should be to work for the increase of the treasury. First of all, in my estimation, should be the establishing of harmonious social relations, then work for the treasury will be a labor of love congenial to all. "The Lord loveth a cheerful giver," and to be able to give cheerfully as a Division, we must work cheerfully, harmoniously and unselfishly for the Division.

"United we stand, divided, we fall." "In unity there is strength."

As a result of uniform regular attendance and the unity of purpose resulting from harmony, we can look into the vaults of our treasuries and watch the steady increase of funds, and should we see "wings" sprouting on them occasionally, there need be no occasion for alarm, for unlike the proverbial riches they will not all fly away. The nest will still remain as a home for the little winged messengers of love, which will come and go, brightening and blessing wherever they alight.

To deviate, and refer to the past: I am proud to state that Bethlehem Division has always been in a position to respond when called upon; all demands on the treasury have been met, all calls answered. With good attendance and harmony in our ranks, the future, in view of the past, is indeed encouraging.

Allow me to submit an illustration. A handful, less than one-quarter the total membership, gather in the hall on some regular meeting day. Some measure of importance is disposed of in a manner seeming best to a majority present, which when it reaches the ear of some of the absent ones, does not meet with their approval, and consequently a discordant note is struck, which vibrates inharmoniously, and unless great precaution is taken, the absent member or members may be the means of general discord throughout the Division. So I urge regular attendance. I cannot emphasize this too much.

We all know that an exhibition of unkindly feeling in the Division or out of it, is a direct injury to the prosperity of the Division. Oh, may we all forget any past differences, and with a fresh hand clasp and hold on the future, forgetting self, work as never before! "Remember ye not, the former things; neither consider the things of old. Behold I will do a new thing, now it shall spring forth."

MRS. C. P. HODGES.

Cleveland, O.

Editor Railway Conductor:

In opening, I must plead guilty to having failed in the full performance of my duty as correspond-

ent for Kekionda Division, but as it was due to severe personal affliction, I am sure the Sisters will pardon me. Our Division is still in its infancy, but we are advancing and slowly gaining in membership, having twenty members and one candidate for initiation. During the year we have given several socials, all of which have proven successful and of advantage to the organization.

We were represented at the convention, and our delegate returned with a lovely report from the same, and we feel repaid for having sent her.

The attendance at our regular meetings is not as large as it should be. The first time during the year that we have had a large attendance was at the last meeting in November, when we were instructed in the new work. What a good meeting we had that day. If the Sisters could realize that the success of the Order depends on the interest manifested by its members individually, we believe we would have a larger attendance.

At our last regular meeting, December 19, we installed the new officers for the year '96, having had election of same December 5.

Our past President had performed her duties to the satisfaction of all, so she was unanimously re-elected. The following were the officers selected: President, Mrs. J. C. Craig; Vice President, Mrs. W. Grout; Sec. and Treas., Mrs. L. D. Elliott; Sen. S., Mrs. Chas. Zeigler; Jun. S., Mrs. Will Kitselman; Guard, Mrs. S. M. Oaks; Correspondent, Mrs. C. N. Taylor.

Now we will be glad to meet and welcome all visiting Sisters. You will all see from the above that we have a new corresponding secretary, and I gladly make way for her, knowing she will do better than I, who have done nothing at all.

May the Order meet with success everywhere.
Ft. Wayne, Ind. MRS. L. D. ELLIOTT.

Editor Railway Conductor.

Before retiring from the office of correspondent for Potomac Division, allow me to make at least one report of what that organization has accomplished during its short life. We were formally organized on May 7, last, by Mrs. Wiltse, and since that time have been steadily at work with such excellent results, that I feel safe in saying we are fully abreast of all our Sisters. Not the least of our pride is to be found in the fact that we are free of incumbrances, and have a neat little sum in our treasury. Being the first Division established in this state it is no more than natural that 77 should feel a little proud, and we hope to be able to always keep first place. The Auxiliary has already proven a source of great enjoyment to us all, and we hope every conductor's wife now on the outside will take advantage of the first op-

portunity to join our charmed circle. We not only enjoy ourselves, but realize that we are doing something for the benefit of our husbands, something drawing them closer in the bonds of their own noble Order.

Our motto is "True Friendship," and how many of us thoroughly appreciate its deep and far reaching meaning? Friendship does not permit the ignoring of others, whether in the Division room or in public. True friendship, as it should be practiced through life, always has a warm heart and always extends a friendly hand. How often do we plume ourselves upon following this motto, when we know of some Brother or Sister ill or in trouble, whom we have left to the ministrations of others. Certainly "True Friendship" requires of us all those attentions which can lighten the burdens or brighten the lives of our Brothers or Sisters.

The following Sisters have been selected to conduct our Division during the coming year: President, Mrs. G. W. Riding; Vice President, Mrs. S. C. Crawford; Sec. and Treas., Mrs. E. C. Caskey; Sen. S., Mrs. P. Heelen; Jun. S., Mrs. Daniel McGinnis; Guard, Mrs. Frank Kesler; Chairman Executive Committee, Mrs. J. W. Hipsley; Correspondent, Mrs. Wm. Westrater. As time passes we grow more and more pleased with our selections, and feel confident that with such officers in charge the coming year must be successful.

Before closing allow me to say a word for our highly esteemed Brother, (C. C. of Division 223), known as "Uncle Ed," who is a jolly good fellow and quite a favorite with the ladies. I have often heard it remarked that he missed his calling, and should have been an acrobat, witness his fancy hornpipe at the O. R. C. bazaar, which was highly appreciated by all who saw him. I hope my successor will accept my best wishes, and that all may have a Merry Christmas and a Happy New Year.

Martinsburg, W. Va. MRS. E. E. ENTLER.

Editor Railway Conductor:

Once more, before my term as correspondent expires, it becomes my duty to address you. I hope my successor may, and I have no doubt will, fill the position more satisfactorily than I have been able to do. Look out for her, as she is a wide awake little woman, and will make a first-class correspondent. Our Division is getting along nicely. We always have a good attendance and our meetings are very interesting. The Brothers say they don't know how they got along without an L. A., as their meetings are now better attended and more interest is shown since we organized. At our last meeting we initiated a new

member. The goat was in good trim but a little frisky, as he had not been in use for some time past. But our new Sister proved to be an expert rider, and was landed safely in our ranks, where she was heartily welcomed by all. We regret very much the loss of our Secretary and Treasurer, Mrs. J. H. Metcalf, who has left us to join her husband in Waco, Texas. We will miss her, not only as an officer, but as a faithful worker, ever ready and willing to do something for the good of the Order. She leaves many warm friends behind, and we trust she may meet kind friends in her new home, and we also hope no more of our Conductors will get the Texas fever.

At our last meeting the following officers were elected:

President, Mrs. E. Boyd; Vice President, Mrs. E. Jones; Sec. and Treas., Mrs. G. M. Smith; Sen. S., Mrs. R. D. Robins; Jun. S., Mrs. M. Hogan; Guard, Mrs. J. H. Sweeney; Chairman of Executive Committee, Mrs. E. S. Crocker; Correspondent, Mrs. McClure.

The Brothers have extended us an invitation to join them in a public installation and banquet on January 2d, 1896, at K. P. Hall, which we accepted with thanks, and all look forward to a jolly good time. I will have my successor inform you how we enjoy ourselves on that date. May the new year be a happy one to all.

Ogden, Utah.

SAGO.

Editor Railway Conductor:

The following is the list of officers elected by Turner Division to fill the respective chairs for 1896:

President, Mrs. J. L. Tygard; Vice President, Mrs. C. Bledsoe; Sec and Treas., Mrs. W. T. Elliott; Sen. S., Mrs. L. R. Watson; Jun. S., Mrs. C. M. Stone; Guard, Mrs. E. W. Evans; Chairman of Executive Committee, Mrs. Geo. Tobin; Sub Agent, Mrs. L. R. Watson; Organist, R. T. Arthur.

The prospects never were better for a prosperous year. And if the members stand by their officers, as we know they will, the end of 1896 will find us rich, both socially and financially.

We are very glad to have Sister Knapp residing among us once more.

Sister Johnson, of Arizona, is with us for the present. She is here visiting her parents.

Each member should so arrange her duties as to attend the meetings regularly, for continued absence brings a loss of interest. A member is very busy indeed who cannot spare one afternoon out of every two weeks for as grand a cause. We came very near losing our Secretary, Sister Watson, not long ago, as her husband moved to

Kansas. Before leaving we gave her a farewell surprise, not expecting to see her soon again. We were surprised in turn by their speedy return, and you may be sure, were delighted to have her with us once more.

The members tendered our President a delightful surprise party a few days after her re-election and presented her with a beautiful silver butter dish, suitably inscribed, in appreciation of her services. When the party arrived at her residence they found her in the kitchen, trying her best to get more blacking on her hands than on the stove. A lightning transformation scene followed and she made the guests at home immediately. It wasn't long before the well filled baskets were examined and contents transferred to the table, where the guests soon repaired, and at last accounts were still eating. We are still having teas once a month, and they get better all the time. We have some kind of a program prepared for each one. The only drawback is the failure of the O. R. C. Brothers to attend as we would like. We are thinking of offering a premium for every one that comes. We try to treat each one nicely, and we try not to talk him to death, especially if we think his wife is jealous. I guess Mr. Truitt has gone back on us. He used to attend quite regularly. Mr. Hastings still stands by us. I wish there were more like him. Our next tea will be given by Sister Elliott, and we are looking forward to a good time.

Today was the election of officers in the O. R. C., and I wonder if they elected a real live correspondent. I hope they didn't forget all about it.

Several members of this Division had the honor to meet our Grand President, Sister Moore, at Parsons, Kansas, last month, where a Division was organized. Words are inadequate to describe how royally we were entertained by the Sisters of that Division. An elegant banquet was given in our honor. As Sister Moore was delayed she didn't arrive in time for the banquet, and she missed half her life by being absent. We all were very favorably impressed with our Grand President, and feel that she is the right woman in the right place. We hope we may have the honor to entertain her at some future time, and also the Sisters of Sunflower Division. Remember our latchstring is always on the outside. We are thinking very strongly of moving once more, to the Woodmen's Hall, and will make the change the 1st of the new year. I must not forget to tell of the elegant new emblematic pin the members of Turner Division presented to the writer for services rendered. It is appreciated more than words can tell.

I hope there will be a long letter in the next

CONDUCTOR from the correspondent of Sunflower Division, and I hope they will have the new floor work in use as soon as possible, as they could make it a grand success.

We haven't had our "Oh, Why" entertainment yet, but the date is in view. Look out for it, Brothers.

Denison, Texas.

MRS. C. BLEDSOE.

Editor Railway Conductor:

At the regular meeting of Erie Division No. 16, L. A. to O. R. C., December 5th, the following officers were elected for the year of '96:

President, Mrs. William Kacy; Vice President, Mrs. William Dyer; Sec. and Treas., Mrs. William Drake; Sen. S. Mrs. B. Mankin; Jun. S., Mrs. W. S. Garr; Guard, Mrs. J. N. Creamer; Chairman of the Executive Committee, Mrs. B. J. Gibney; Correspondent, Mrs. W. S. Garr.

On New Year's Eve occurs the installation of the officers. Our retiring President, Sister Gibney, has been a good and faithful officer, and has filled her chair well. Our meetings have not been very well attended, but they have been very congenial and fully enjoyed. With our installation of the new officers on the eve of the New Year we look forward to a year of good cheer and prosperity.

Two of our members have transferred to White City Division. We regret very much to lose them, but our loss is Chicago's gain. We will miss Sister Sewell much. She has bravely stood by Erie Division when all was not sunshine, and we regret deeply to lose so good a member. She goes with the best wishes of all. May you all have a merry Christmas and a glad New Year.

Huntington, Ind.

ERIE.

Editor Railway Conductor:

Victory Division is getting along nicely, and I can safely say, the members are all working in harmony, keeping in view the obligation they took upon becoming members.

We have met with a great misfortune, having lost our Vice President, Sister Hayden, who lately moved to Sedalia, Mo. She was a good worker in the Division, and was highly esteemed by all who knew her, and greatly do we regret our loss.

On her departure we presented her a token of love and remembrance, in the shape of a silver cake basket.

Our President attended the union meeting at Denver, Col., in October. She reported a grand time.

We have given several afternoon teas, which have proven to be very successful, both financially and socially. Through these afternoon teas we have gained several new members and hor

gain a great many more. I wish all the O. R. C. Brothers whose wives do not belong to any Division, would urge them to join.

We often find men in this world who think women have no right to belong to any organizations, that their place is at home. I hope we have none of these men in the O. R. C. Woman should have the same rights in this world as man. Any man that won't allow his wife the same privilege he has himself, does not deserve a wife. When God said man should take woman into his keeping, he didn't mean he should keep her locked in the house, where she could never get a good breath of fresh air, or have the pleasure of going to Division twice a month. He meant that he should love and protect her, guide and direct her (to the Division room if necessary). He never intended woman for the slave of man, nor man for the slave of woman. But that they should live together in peace, one having the same privilege as the other. So let us all be happy and cheerful and as the new year begins, let us all begin anew. Work together and work for each other. And, Brothers, urge your wives to join this Order.

At the last regular meeting officers were elected and installed for the following year: President, Mrs. J. H. Pierce; Vice President, Mrs. R. Prichett; Sec. and Treas., Mrs. J. R. Nunn; Sen. S., Mrs. B. Andrews; Jun. S., Mrs. J. H. Brown; Guard, Mrs. D. E. Funkhouser; Correspondent, Mrs. G. Stillwell.

After installation of officers we were invited to Sister Brown's for 6 o'clock dinner, in honor of Sister Lynch, of Ortiz Division, Raton, N. M. We were charmingly entertained by Sister Brown and Miss Birdie. We all declared it one of the most enjoyable events of the season.

The first annual ball of Victory Division will be given December 25. No doubt our newly elected correspondent will tell the story after the ball.

A Merry Christmas and a Happy New Year to all.
MRS. D. E. FUNKHOUSER.

Ft. Madison, Iowa.

Editor Railway Conductor:

It has now become my pleasant duty to keep all the other Divisions of the L. A. posted as to the doings of Division 41. Before formally taking up the labors of my new office allow me to beg the indulgence of the Sisters for all my shortcomings and to give assurance that they will not arise from want of interest in the Auxiliary or of devotion to its principles. The officers who will have charge of our affairs during the coming year are as follows: President, Mrs. L. B. Southwick; Vice President, Mrs. A. Y. Yellowlee; Sec. and

Treas., Mrs. I. Ward; Sen. S., Mrs. T. F. Hollis; Jun. S., Mrs. D. Edmiston; Guard, Mrs. H. A. Ball; Chairman Executive Committee, Mrs. J. H. Propst. These officers will be installed at the first meeting in January. Our affairs are in excellent condition and as we have so many good workers who are willing to devote a large proportion of their time to the Division, we feel confident of increasing our membership and prospering in every way during 1896.

Pueblo, Colo.

MRS. J. F. OWENS.

Editor Railway Conductor:

Having been elected for a second term as correspondent it will still be my pleasant duty to keep you posted as to the doings of Division 46. Our officers for '96 are: President, Mrs. A. C. Schmutz; Vice President, Mrs. J. S. Knee; Sec. and Treas., Mrs. Charles Schmutz; Sen. S., Mrs. L. Rephann; Jun. S., Mrs. Katie Walsh; Guard, Mrs. W. B. Hector; Chairman Executive Committee, Mrs. G. W. Messman.

We held our installation in company with Division 263 of the O. R. C., and the general verdict was that it was a most enjoyable affair. Miss Katie Schmutz played the march for our floor work, which won many compliments from the Brothers. After the installation we were taken to the Brunswick House, where an elegant supper was given us by the O. R. C. boys. They may be sure we will not soon forget their entertainment nor the pleasure it gave us.

The past year has been a successful one to us. The attendance on our meetings has been excellent and the interest manifested most encouraging. Our President cannot be excelled and she has spared neither time nor labor to make our Auxiliary a success. During the year we have added four new members to our list and another is now ready to be taken in at the next meeting. Sister Shipley has been chosen as our insurance agent, and she will be found to be the right woman in the right place.

Allow me to return my thanks to the members of Connellsville Division of the O. R. C., those I did not meet as well as those I did, for the many kindnesses extended and the excellent supper served for us. May the New Year be a happy one for all the L. A. and O. R. C.

Cumberland, Md.

MRS. J. W. WALSH.

Editor Railway Conductor:

As the year is drawing to a close, I will try and let the Sisters of the various Divisions know that Division 68 is not asleep, if the correspondent has been.

We organized last April with nine charter members. We have at present nineteen, all full of energy, and we hope soon to double our number. We have a good field to work in, and if we can get the ladies interested I think we can have a Division second to none. There are several that have promised to come in later.

On the 11th of November we had a social at the home of our President, Mrs. I. S. Ruby, and it was a success, both financially and socially. Lunch was served and the rest of the evening was spent in games and music. The mandolin club gave efficient service and several ladies favored us with vocal solos. We had with us the President of Argentine Division and Mrs. Brown, Junior Sister of Fort Madison, Iowa. The evening was an enjoyable one, so much so it was planned there and then to have a social once a month. We will meet on the 20th with Sister Branch.

We elected our officers for the ensuing year at our last meeting, our President being unanimously re-elected. The following is the list: President, Mrs. I. S. Ruby; Sec. and Treas., Mrs. Shipp; Vice President, Mrs. Branch; Jun. S., Mrs. Clau-son; Sen. S., Mrs. J. E. Boyer; Corresponding Secretary, Mrs. J. E. Kimball.

It is with great pleasure I attend these meetings. I would sacrifice much to be present at all meetings, even an afternoon with my three splendid boys, a pair of brown eyed twins in their sixth year, and a blue eyed baby boy, most four.

We were recently favored with a visit from the Grand President, Mrs. Moore, and while with us she exemplified the new work, which I think is beautiful. Mrs. Moore is a lovable lady, one adapted to the position she holds. She also gave us a talk on the success of the Auxiliary, and advocated insurance. I do not know how many of our Division have taken out policies.

There will always be a warm spark in my heart for our retiring Secretary, Mrs. Kimball, as it was through her devotion and untiring energy we were organized.

Visiting Sisters will always have a cordial welcome to Foot Division 68. Mrs. J. E. Boyer.

Kansas City, Mo.

Editor Railway Conductor:

The first thing I must note is the communication at our last meeting from Sister Chas. Ragon, our past Secretary, whose home is now in the far west. We all were much pleased to hear of her improvement in health, and that she felt like a new woman. We hope that she may continue so, and that our loss of her from our circle may be her gain. She will ever have friends wherever

she goes, and kind remembrances of her will long linger in our hearts.

At our regular meeting last Thursday, the following officers were installed: President, Mrs. Bud Shoemaker; Vice President, Mrs. Wild; Sec. and Treas., Mrs. D. C. Condon; Chairman Executive Committee, Mrs. Ed Higgins; Sen. S., Mrs. T. J. Hickey; Jun. S., Mrs. Wilson; Guard, Mrs. Kate Hunter;

We know they will prove faithful and true to their duties. The most happy event of the meeting was the presentation of a beautiful bouquet of choice flowers to our most worthy Sister, Mrs. A. A. Shoemaker, our past President, which she accepted with graceful thanks.

The financial condition of our Division is O. K., which will prove to you that we have an eye to business.

We most respectfully invite our Sister Divisions to meet with us at any time, and assure them a cordial welcome. We wish you and the Divisions prosperity, with many a Happy New Year.

Columbus, O.

MRS. T. J. HICKEY.

Editor Railway Conductor:

As this is about the time of year for the dear people to be making and breaking good resolutions, I have resolved to write a letter for THE CONDUCTOR. And before I am tempted to break the resolve, I will proceed with a brief communication in the interest of Harmony Division, No. 57. It sometimes gets monotonous reading the names of newly elected officers. We see it so often, and about this time of the year our evening papers are kept busy telling us when the Masons, the Odd Fellows, the Rebekahs, the Maccabees, the O. R. C., the Ladies' Auxiliary, and various other societies, (of which Bucyrus has plenty), have elected for officers. I sometimes throw up my hands and say, "dear! oh, dear! I shall be glad when these office seekers are settled for another year." But for fear ye readers might feel slighted if you did not hear the names of our newly elected, I will proceed to give the same: President, Mrs. W. B. Baylor; Vice President, Mrs. E. F. Morse; Sec. and Treas., Mrs. W. H. Miller; Sen. S., Mrs. C. Kimmel; Jun. S., Mrs. D. W. Young; Guard, Mrs. W. C. Boyle; Chairman Executive Committee, Mrs. A. Wurzauf; Correspondent, Mrs D. W. Young.

Well, I am really afraid I shall write a letter and not say anything either. But you know we were the Baby Division for quite awhile, and you cannot expect much from a Division that have just barely cut their eye teeth.

Our Division is small, but I tell you we are not weak. Have held our meetings regularly thr

heat and cold, and there has been only three times out of fifteen months we have not been able to hold meetings. We have the promise of several new members in a short time.

We are so pleased with the new work, and are anxious to try the new form of initiation. I think the committee who arranged the new work must have worked hard and deserve praise.

Our Division has met with some very severe drawbacks. Sickness, death, and other afflictions have come upon us. Among other trials, our President was called upon to part with her husband, who was killed while on duty the night of October 17. This was a severe blow to the O. R. C., as well as the Ladies' Auxiliary, of which Brother Baylor was a true friend. On Saturday last, Sister Boyle was called to Toledo to see her husband, saying he was not expected to live.

Well, if any of you ladies see Sister Wurzauf, our former, or rather our present correspondent, (you will surely know her by her smiling face and affable ways,) tell her I am truly sorry I took it upon myself to write a letter before I was duly installed, but was only anxious to see our Division represented in THE CONDUCTOR. Adieu for three months.

MRS. D. W. YOUNG.

Bucyrus, Ohio.

Editor Railway Conductor:

Because of our long silence it need not be inferred that we have disbanded nor that we are idle, although our membership has not grown of late by the addition of new members, yet we live in hopes of making our meetings so attractive and interesting that we will have no difficulty in adding a great many new names to our list.

During the past summer we have had a few social events that were a success both in numbers and financial returns.

The trolley party in July, followed by a banquet at the home of Conductor Eldridge Barber, was well attended, and all had an enjoyable time.

The ice cream social July 24, at Sister Freeman's, on South Easton Heights, was well patronized and a neat sum added to our treasury. Still latter came the supper at Sister De Reamer's, on her lawn, with a fine view of the Delaware and Lehigh Valleys, while trains on the different railways centering here were constantly passing and repassing. This, added to a table loaded down with good things for the inner man's comfort, gave all an appetite. I believe all went away fully satisfied that they had received their money's worth. Another neat sum was added to the treasury by this venture.

Still later we were agreeably surprised by our husbands, by being presented with a pack of neat

address cards, may their shadows never grow less.

Our former President, Sister Frasher, spent part of the summer visiting relatives and friends along with her good husband, who was on the sick list.

Our former Junior Sister Shields, returned last Saturday, November 30, after a three months' visit. We received a very lengthy, interesting and enthusiastic letter from Sister Shields while in Beloit, describing some of the products of Kansas soil. Her description of the watermelons raised there makes me think it a chapter of the Arabian Nights.

December 4 we held our annual election and installation of officers. Sister Wiltse presided and was ably assisted by Sisters Stackhouse and Bingham, of Philadelphia. We are under great obligations to these Sisters for so kindly coming to our assistance. The following are the choice of the members:

President, Mrs. Chas. De Reamer; Vice President, Mrs. Whitfield Barber; Sec. and Treas., Mrs. W. C. Rowland; Sen. S., Mrs. James McBurth; Jun. S., Mrs. William H. Warner; Guard, Mrs. Mary E. Opdyke; Members of Executive Committee, Mrs. W. W. Frasher, Mrs. W. H. Warner, Mrs. E. Sunderland, Chairman; Organist, Mrs. Lewis Baylor.

Sister Shields desires to express her thanks for the many courtesies shown her while on her western trip, and particularly to Conductors T. H. Quinn, of the Grand Trunk, and Mr. Arnold, of the Chicago & Alton.

We have been, as a rule, blessed during the year with a fair portion of good health and strength, and we trust that for the year to come God will be very near us and keep our loved ones safe from the many dangers incident to their calling, and to those who have been called on to lay away dear ones may His infinite love sustain and comfort them in their sore bereavement.

Wishing for all a merry Christmas and a happy New Year, as well as a prosperous year for the Orders.

Phillipsburg, N. J. MRS. W. C. ROWLAND.

Editor Railway Conductor:

At the regular meeting of Division No. 25, held in O. R. C. Hall on December 3, the following officers were elected for the year 1896:

President, Mrs. J. M. Wray; Vice President, Mrs. C. A. Cross; Sec. and Treas., Mrs. W. H. Budd; Sen. S., Mrs. J. S. Gulick; Jun. S. Mrs. B. C. Lewis; Guard, Mrs. J. L. Slagle; Chairman of Executive Committee, Mrs. James Duncan.

We have not had the pleasure of having an initiation since receiving the new work.

Although our numbers are few we have very good meetings.

Accept best wishes for a very happy New Year to all.

Chicago, Ohio.

CORRESPONDENT.

Editor Railway Conductor:

Prior to the annual election of officers for Detroit Division No. 44, which dates from December 5th, I predicted that the official communications to THE CONDUCTOR in the ensuing year, would come from a more literate pen than mine: but as the decision of the Division reassigns the duties of correspondent to me, I will venture out resolved to perform them with alacrity and cheerfulness, trusting the readers of the same be not too strict in criticism.

That the officers for the expiring term were well adapted to the positions they occupied will be proven by the result of our recent election, in which there is very little perceivable change. The conduct of Sister Granger as presiding officer has won for herself the admiration of all, and, notwithstanding her repeated desire to decline, owing to the distance of her home, so persistent were we in our endeavors to induce her acceptance of the same office that she finally yielded to our entreaties and consented to reassume her position, being declared elected by acclamation.

We again congratulate ourselves on securing the services of Sister A. J. Eley for Secretary and treasurer, who, being the organizer of our Auxiliary and chief counselor in all matters pertaining thereto, well merits the esteem of all. Realizing the responsibilities attached to this important position we hope to prove our appreciation of her services by more than mere gratitude.

As the election continued it resulted the choice of the following officers: President, Mrs. C. L. Granger; Vice President, Mrs. A. Little; Sec. and Treas., Mrs. A. J. Eley; Sen. S., Mrs. Wm. Pattison; Jun. S., Mrs. F. Prindle; Guard, Mrs. M. C. Beam; Executive Committee, Mrs. M. C. Whiting, Mrs. R. B. Rosborough and Mrs. I. Padgett; Correspondent, Mrs. C. W. Hitchcock.

So efficiently have these officers discharged the duties assigned them, that, as we launch out upon our third year of existence, we cannot but have confidence that we will greatly add to the eminent success already attained.

A public installation being favored by all, immediately proceedings followed to procure the honor of our Grand President as installing officer. An invitation was also extended Michigan Division No. 32 to be present, and thus afford them an opportunity of meeting Sister Moore.

December 19th, the day appointed for the oc-

casion, arrived, and with it the invited guests, —Sister Moore being entertained by Sister Granger. A committee that had previously been appointed to look after the welfare of the members of Michigan Division met them upon their arrival, and after escorting them to the Chamber of Commerce Cafe, where all enjoyed a sumptuous meal, we repaired to the meeting hall to proceed with the prominent feature of the day. The following list comprised the corps of visiting members: Sisters Daniels, Whiteman, Hemmingway, Atkins, Loveland and Wilson, of Port Huron; also Sister Fording, of Leap Year Division. After a brief session, in which all attention was given to the appropriate remarks of our worthy Grand President, the doors were thrown open to admit the anxious throng, apparently eager to catch a glimpse of the fast retreating "Billy."

The impressive ceremony passed off very pleasantly, Sister Moore being assisted by Sister E. J. Daniels, President of Division 32. Remarks were invited from Brothers Beam, Whiting, Padgett and Richardson, representing O. R. C. Division 48, who, feeling disinclined to divulge the secret of their ability in speech making, requested to be excused. Sister Granger, evidently thinking their motives for not responding were attributed to want of sustenance, at this junction declared an adjournment to partake of the refreshing viands that by her had previously been arranged to be served. Mirth reigned supreme for the next hour and as the time was fast approaching for the departure of Sister Moore, all separated for their respective homes satisfied that the proceedings of the day were productive of good results.

Our meetings have a good attendance, and no complaints are necessary as to the advancement of membership. Mental arrangements are being made for an entertainment in the near future, and undoubtedly the decision will result in a ball, at which everyone can be assured of a good time.

I conclude with wishes for a fruitful and beneficial year to all.

Detroit, Mich.

MRS. C. W. HITCHCOCK.

Editor Railway Conductor:

Unfortunately for the members of Division No 20, L. A. to O. R. C., they elected me their correspondent for the past year, and how well I have performed my duty I leave it for our members to say. My own judgment is, I have been very negligent, this being my first effort, and I sincerely hope my successor will do better.

While No. 20 has not a very large membership and grows but slowly, I think the members are taking more interest, and some of our old-time workers are coming back to the O— we

hope to make '96 a successful year. Were it not that Sister Keithline's death cast a gloom over all, our last meeting would have been a pleasant one, but we will ever miss her pleasant smile and cheering words.

Accept my best wishes for the L. A. and O. R. C.

Wilkes Barre, Pa. MRS. JOSEPH WINDER.

Editor Railway Conductor:

The annual meeting of Pine Cone Division No. 67 was held Dec. 15th, and the election of officers for the new year was as follows:

President, Mrs. W. F. Hodgkins; Vice President, Mrs. G. A. West; Sec. and Treas., Mrs. W. S. Edgerly; Sen. S., Mrs. T. D. Jewell; Jun. S., Mrs. L. W. Gould; Guard, Mrs. C. B. Pratt; Chairman Executive Committee, Mrs. E. W. Cook; Correspondent, Mrs. W. Sprague.

Only routine business was transacted. Sister C. E. Buck, who is at present in the Maine General Hospital, sent greetings to the Sisters assembled thanking them for kind attentions. It is a pleasure to all the Sisters to visit her, she is so brave and cheerful, even through severe suffering, —teaching a lesson of patience and trust. We had hoped she would be with us ere this, but her physical strength does not keep pace with the wishes of her many friends, and while we have the power to do, to her is given the "harder task of standing still."

At the close of the meeting nearly all went to the "Falmouth," where we met the husbands and Brothers of Pine Tree Division, and at five about eighty sat down to one of Landlord Martin's fine dinners, and the satisfied air with which all left the table proved that it was fully appreciated. The "Falmouth" has become the headquarters for visiting railroad men and families, as everything is done for their comfort and pleasure. After a social hour all adjourned to Rossini Hall, and witnessed the Installation of Pine Tree Division of which Brother "B" has written you. The Brothers then gave the floor to Pine Cone Division, whose officers were installed by Mrs. E. J. Palmer, Acting Grand President, assisted by Mrs. C. C. Berry, as Grand Senior Sister, and Mrs. W. L. Estabrooke, Acting Grand Secretary. All were well pleased with the services and many kind words were spoken of the ease and gracefulness with which the ladies performed their duties. As the exercises were about to close, Brother S. S. Cahill stepped forward, saying he had been asked to make a speech, and presented to P. C. C., B. Pratt, a handsome oak side board which had been concealed behind the curtains at the rear of the hall and disclosed at this moment.

Hardly had Brother Pratt expressed his surprise and pleasure by being so kindly remembered, before a commotion at the desk attracted attention, while Sister Berry, in a few well chosen words, voicing the appreciation of all for her faithfulness and care, presented Sister Edgerly, Secretary of Pine Cone Division, with a handsome banquet lamp. As we had not told the Sister anything about it, she had not prepared a speech, but her few words of thanks were all sufficient. Sister Edgerly has performed all her duties cheerfully, without remuneration, and in such a quiet, unobtrusive manner, it was thought best for her to let her "light so shine" that others may know of her good work. Many lingered at the hall, enjoying a social sing, and the recitation of little Helen Gresley, four years old, was very pleasing to all.

It was the writer's good fortune to attend a meeting of the Emergency Club, held at the new home of our President, Mrs. W. F. Hodgkins. The afternoon was spent in playing whist, at dusk the conductors began to arrive, and at six o'clock about thirty sat down to a very fine tea,—the table fairly groaned with its burden of good things to eat, and I am not sure but some of the Brothers groaned because they could not eat more. As trains came in, others arrived, and it was a jolly party, such as "Met" would have enjoyed, whose voices of merriment could be heard at the next street. During the evening, dainty refreshments were served by Miss Rose, the daughter of the hostess, Miss Maud Skillings, of Island Pond, Vt., and the Misses Edith and Hattie Ring, of Portland, who were the guests of Miss Rose. I am not sure but the Brothers will want to join, they certainly seemed to enjoy themselves, and all agreed that Brother and Sister Hodgkins had a happy charm of entertaining, and wish them many blessings in their new and commodious home. I should be glad to tell you about the other meetings, as all report very pleasant afternoons.

At this time of good resolutions, when the bells "Ring out the old, ring in the new," let us try to live closer to our motto, "Charity and True Friendship,"—guard our actions and bridle our

tongues,—may we be able to recall some kind word spoken, some sad heart comforted, some good deed done, and count the day misspent that is lived for self alone.

"It isn't the things you do, dear—
It's the thing you leave undone,
Which gives you a bit of a heartache
At the setting of the sun.
The tender word forgotten,
The letter you did not write,
The flowers you did not send, dear,
Are your haunting ghosts to night."

A happy new year, full of blessings and joy, to each and every one.

Portland, Me.

MAYNE.

Editor Railway Conductor:

It gives me great pleasure to inform you that we have at last succeeded in organizing a Ladies' Auxiliary to Collins Division No. 5, here in Baltimore. We start out with fifteen charter members and hope to have more in the very near future. Mrs. Wiltse, of Philadelphia, was our organizing officer and she made many warm friends while in this city, all of whom would be glad to meet with her again soon. We have taken the name of Monumental Division and hope by earnest, devoted work to make the name mean something to the rest of the Order, as it now does to us. This will be an easy task if the Sisters will only take an active interest in the new Division and give their best thought and effort to its success. Let us take up these new responsibilities with a firm determination to carry them through and we cannot but prosper.

Speaking for Monumental Division, I wish to thank the members of Collins Division for the many favors extended to us in the way of getting the ladies together and in granting to us the use of their hall. Now, if every member of the O. R. C. in Baltimore will only present the advantages of membership to his wife and urge her to join the Auxiliary, our success is assured from the very first. Accept best wishes for all the O. R. C. and L. A. from
A NEW MEMBER.
Baltimore, Md.

MOONLIGHT.

Silence and silver shade! Earth's toiling done she lies

In perfect peace, while heaven bends so near,

We almost hear the angels, calling clear
Down silvered distances of star-gemmed skies.
Each gentle zephyr, blown from paradise,

Is instinct with some soul we have held dear,

And lingers lovingly, with grave, sweet cheer,

As longing to renew the cherished ties.

The river murmuring tunefully afar,

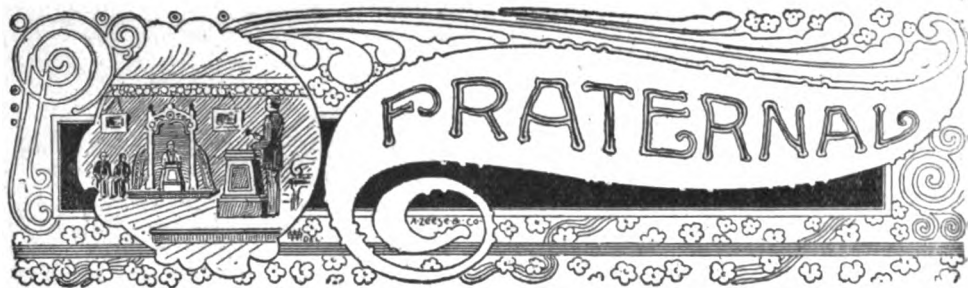
Like a majestic hand upon the lyre

That sweeps from earth to heaven, as it flows,
Brings "Gloria in Excelsis" from the stars,

The far-off chanting of an angel choir

And faint, sweet strains from oratorios.

—*Outing for January.*



Editor Railway Conductor:

Like old Nigger Johnson's cat, we have come back again, to fill the position of quill conductor of Division 44 for another year. We have been more fortunate, however, than the fated cat of which we speak, and have had no brick-bats, nails, dynamite, or the like hurled at us, that we are aware of, and we hope we will be as fortunate in the future. The prospect looks very favorable for our Sisters of Division 23, who, we thought, desired our precious scalp, have agreed to bury their war axe, provided we stay on our own reservation.

Santa Claus has come and gone without signals, so I presume he had no freight for us. We also saw '95 pack her blankets and leave town when both hands of P. Touhy's clock in the depot tower pointed direct to heaven, and 1896 with a bran new uniform, passed our station without even leaving a "soup" ticket. So our hose were not filled.

Our annual election, Dec. 15th, resulted in the following Brothers being elected and installed for the ensuing year:

D. A. Clark, C. C.; Geo. Thornburg, A. C. C.; J. A. Graham, S. C.; B. F. Webster, J. C.; O. Shinn, I. S.; Robt. Tracy, O. S., and, of course, our old reliable, C. H. Gardner, Secretary and Treasurer and Cipher Correspondent.

We think the Brothers made a wise selection throughout, and hope every one of our members were suited as well as we. Our installation was made public and the ladies of Division 23, with their friends, visited in a body and treated us to some nice music, singing, etc. We were unfortunately detained at home by sickness, but when we were perusing our Division register next day were surprised to see most of our Brothers had registered signals, and there were, for instance, two sections of Hinkleys, Jones, Smiths, Corwins, Gen. Eycks, Alwines, Gilmores, Howells, Holbrooks, and others, besides some friends, including Mrs. Geo. Monahan, Miss Mary Painter, and some whose names we failed to get. In all, about

thirty lady visitors and forty-seven Brothers. So the Sisters of Division 23, didn't do a thing but turn around and invite our members and friends to attend their installation, Dec. 27th, at their neat little hall, where they had everything ready to touch off,—and how many of the Brothers do you think were there? Ans. A whole dozen, all told. We got in thirty minutes late, on account of having no wind plow, but arrived in time for refreshment ceremonies, which consisted of ice cream and many varieties of delicious cake of home manufacture, mingled with beautiful music and sweet singing to encourage one's appetite. Those who were there in time to see the installing, unite in saying the work was beautiful, indeed. It is surprising to see how the ladies of our Auxiliary retain their courage, when they meet with so little encouragement on the part of the men not attending, when their entertainments are given almost exclusively for their pleasure. You are bound to win, ladies, so keep going. We hope to see a nice letter from Sister Gordon, the new Correspondent of that Division, giving a detailed account of the affair, and will leave room for that purpose.

Brother Gilmore arrived from Cripple Creek just in time to save his rights on account of losing his time card. He reports that camp undergoing a boom, and particularly in the way of new railroads they are soon to have. The ladies elected some very good officers, and we hope they will do as well in the future as they have in the past.

It is with deep feelings of regret we chronicle the death of our old friend, Brother Baldwin, whose obituary will be found elsewhere. He was a railroad man of much ability and experience, having run an engine many years for the N. W. Company, but his later life was spent as conductor in the service of the South Park and Gulf roads, in the vicinity of Denver. His faithful wife deserves great credit for the manner in which she cared for him through his long illness, being almost constantly at his side. He carried insurance to the amount of nearly nine thousand

dollars in the O. R. C., the I. O. O. F. and the Royal Arcanum, the latter order having charge of the funeral, so his family were quite well protected financially. He was also a member of our funeral benefit fund.

Brother Chas. E. Ragon and wife are in Denver and are guests of Brother John Kissick and wife. Brother Ragon, we understand, is an active member of Division 100, and was at one time Secretary and Treasurer of that Division. Mrs. Ragon, Past Grand President of the Ladies' Auxiliary, is a very bright and intelligent little woman, and made some very fitting remarks at the installation of officers of Division 23. They are here for the benefit of Mrs. R's health.

The Gulf management have recently made a grand change in their passenger conductors running out of Denver. Brother Jake Meyers, who has been running No. 1 and 2, Denver to Trinidad and return, for several years, takes 21 and 24, the run "around the horn," Denver to Greeley and return, regular. Brother Van Nest, who has had the same run as Brother M., takes the evening run, 22 and 23, Denver to Ft. Collins, regular. Brother Jack Greiner takes a run, Denver to Trinidad. Brothers Clark, Corwin and Atkinson keep the Julesburg runs, 305 and 306, by themselves. Brother Fred Smith takes a run, Denver to Trinidad, while Brother Billy Edwards, who has had the Trinidad run, takes his place on the "Pikes Peak Special" to Colorado Springs. We understand there are more changes to follow. How do you like it boys? The Gulf has also put their big 800 engines that were on the J. B. branch on the main line, Denver to Trinidad, and the small 500 class on the J. B. runs.

The Union Pacific have three new eight wheel, 6 ft. 8, engines on the D. P., between Denver and Cheyenne. They are of the 800 class, and they are making some fly time. They are sure up to date for passenger service.

Brother Jack Ryan, who was reported in a critical condition some time ago, with something like cancer, went east a short time since and had an operation performed, and it proved to be a piece of decaying or broken bone. It was removed, and he is on his run looking like a beer commissioner.

Past Chief Bartlett has abandoned the commission business, and we understand he is traveling in the interest of the Sams Car Coupler, at a very neat salary. May success crown his efforts.

What has become of our old friend. Brother Al. Mann? He is a member of our Division and was one of the most popular conductors of his time in the west, among every class of railroad

men, gravel train democrat to general manager. We presume he is in "The Home." Push the good work of that institution, Al., like you used to push local on the D. P. with a head-of-time order. Write 44 a line.

December has been a very, very windy month with but little snow, and we have had but little snow or bad weather all winter.

Here's hoping THE CONDUCTOR may have even more success than it has had the past year, and that all may prosper through the new year.

Denver, Colo.

HOT TAMALES.

Editor Railway Conductor:

Rock Island Division 106 gave their second annual ball on the 18th of December, 1895, at Industrial Home. It was a grand affair, one of which Rock Island Division may well be proud. The weather was enough to discourage anybody, but those who knew what kind of a ball the conductors give, those who attended the ball last year, would not allow the weather to keep them at home this year. We had guests from Chicago, Blue Island and Beardstown, Ill.; Trenton, Mo.; Des Moines and Brooklyn, Iowa. Among them were Mr. Bessler, superintendent of C., B. & Q. Ry., from Beardstown; Superintendent Mr. W. J. Lawrence and wife and Mrs. M. F. Hough, of Trenton, Mo.; Mr. A. W. Kelso, assistant superintendent C., R. I. & P. Ry., Des Moines; Mr. T. C. Scott, train master C., R. I. & P., and wife, of Rock Island; also Mr. and Mrs. W. H. Stocks, general foreman, Rock Island. The grand march was led by Superintendent W. J. Lawrence and wife, Mr. A. W. Kelso and Mrs. M. F. Hough. There were about one hundred and fifty couples in attendance. Brother T. J. Donahue was chief floor manager, assisted by Brothers M. F. Archer, Wm. Kavanaugh, A. B. Curtis, B. F. Caston, and Chas. Martin. To this committee is due a great deal of praise. Mayor Knox, of Rock Island, addressed the people in a very kind manner, telling them what organized labor had done in the last few years. Officials and employes met on an equal footing, danced in same set, and the difference between them was not thought of. Chief Conductor McKee and wife were present. "Mc." made himself generally useful in entertaining the guests. A little fun was noticed at one corner when Fireman Mahoney, Pop. Cassidy, Snow-ball Kearney and "Cockney" all got into the same set. The dance was a waltz quadrille and as none of the above named could waltz, they finally left the floor, but all seemed to be well pleased with the effort. Brother Strawhorn stood guard at the door and kept his eyes on all the cigars that came up the stairs, and directed

the gents to the "smoker." The dance lasted until almost day-light, and all went home happy.

Rock Island, Ill. "You Know Me."

Editor Railway Conductor:

The following donations were received by "The Home" during the month of December:

FROM O. R. C. DIVISIONS.

DIV.	O. R. C.	DIV.	O. R. C.
12.....	\$ 6.00	169.....	\$ 1.00
14.....	16.00	190.....	10 00
18.....	1.85	222.....	8.00
34.....	8.25	234.....	12.00
44.....	5 00	245.....	12.00
55.....	6.00	249.....	6.00
65.....	3.00	259.....	12.00
86.....	5.00	262.....	12.00
87.....	3.00	269.....	12.50
97.....	12.00	274.....	12.00
107.....	12.00	279.....	12.00
109.....	3.00	302.....	4.50
149.....	3 00	330.....	1.00
151.....	1.00	372.....	12.00

Total\$212.10

O. R. C. Divisions.....	\$212.10
B. R. T. Lodges.....	266 46
B. L. E. Divisions.....	155 00
B. L. F. Lodges.....	77 00
G. I. A. Divisions.....	31.25
L. A. to B. R. T., No 87.....	20.00
L. A. to O. R. C., No 62.....	5.00

Grand total.....\$766.81

The donation from Division 87, O. R. C., was filed in April without being entered in the cash account.

FRANK M. INGALLS, Sec. and Treas.

Editor Railway Conductor:

The last regular meeting of Hollingsworth Division was a splendid gathering of old members to say good bye to our retiring Secretary and Treasurer, Brother Ragon, who was about ready to start for Denver. He has accepted a situation there on account of the health of his estimable wife, who has preceded him. I can assure his friends who were absent, that Brother Ragon was very greatly surprised when C. C Draper called him to the altar and presented to him, in the name of the Division, a very handsome O. R. C. watch charm. Brother Ragon could hardly find words to reply. We all wish him and his family success in their new home. In losing Brother Ragon, Division 100 loses one of its best members, but it will be some other Division's gain, as he is a stanch O. R. C. man.

We all, who were present, had the pleasure of meeting Brother Reynolds, of the Z. & O. R. R., of Marietta, O., who is the same old smiling Ed.

—and we hope he will call again and see us when in Columbus on our meeting day.

Brother Chas. Thornton and wife are here from Cincinnati on a visit to spend holidays. Brother Thornton anticipates going to Chicago after leaving here.

We, the members of Hollingsworth Division, will be glad to hear from any member who is in a different state, in regard to his prosperity, etc.

Columbus, Ohio.

C. W. S.

Editor Railway Conductor:

New England Division No. 157, of Boston, Mass., held their first week day meeting on Tuesday, Dec. 24th, in Ancient Landmark Hall, No. 3 Boylston Place. There was a full attendance, and the following officers, who were elected to preside over the Division for the ensuing year, were installed by past Chief Conductor Cowell and past Chief Conductor Towne,—the latter acting as Marshal:

G. A. Silsbee, C. C.; C. Y. Cleveland, A. C. C.; W. R. Mooney, S and T.; H. D. Copp, S. C.; E. A. Haggett, J. C.; G. E. Smith, I. S.; W. R. Page, O. S.

With these officers I am sure this Division will make a showing in 1896 of which we will all be proud. Now, Brothers, let's help the officers by giving them our attendance, as we have no better way of encouraging them in their work. Your correspondent is informed that the officers intend to commit the ritual to memory so that no books will be used in this Division. Brothers Copp and Haggett have hired a room to study in while Brother Silsbee has given up chewing, for he cannot chew and talk. Brother Cleveland has an advantage over them all, being a shorthand writer, he has his part of the ritual on his cuffs, though he fears the Chinamen may make mistakes in the letters, they look so much alike.

The Brothers assembled at the last meeting also sent a letter of condolence, bearing the seal of the Division, to our worthy Secretary and Treasurer, Brother Mooney, and his estimable wife, who have both been very ill. It is a pleasure to your correspondent to report that they are improving rapidly. A letter is not much, but, Brothers, when one is sick, anything, even a letter, cheers and brightens the gloom surrounding a Brother or a Sister, showing that we have them in remembrance even if we are far away. And I certainly hope that the Division will show to the Order and the world at large a spirit of friendship which is perpetual in fact as well as in name. If a Brother or Sister is sick or in need of assistance let us help them then, for when they are in health and position they do not need aid.

In my letter for the November issue of THE CONDUCTOR I was confident that a new correspondent would be elected—the new Chief has appointed me for life. Though I think that the sentence is too long, and that eighty-nine years is enough, it is very gratifying to know that I am apparently so highly appreciated. Without wishing to boast, I may state that this appreciation is not confined to the Division. Since my description of the elegant costumes worn by the ladies of Mascot Division has been printed, Worth, of Paris, has cabled me an offer to travel for the firm at an enormous salary. In view of this, I hope the ladies of Mascot will not carry out their expressed intention of making me a present, though I am glad to know that they were pleased by the accuracy of my descriptions. Brother Silsbee was so satisfied with what I said about him that he took me to the Quincy House to dinner. (Please copy.) I am told that the Sisters of Mascot Division have elected as correspondent a Sister by the name of Smith. The name is so odd and so seldom heard that I hope no mistake will be made in the spelling, nor that there will be any feeling in the matter because I happen to bear the same name. Brother Buck said he had no objection to his wife joining the Auxiliary providing they don't obligate her to use some of their cooking recipes.

Our week day meeting brought out some of the old timers—Brothers Moriarty and Olmstead, the former Division 157's first Chief Conductor. Come again, Brothers. Brother Hogue is teaching dancing and is seldom with us. I am told he has a new step, called the O. R. C. step, much quicker than the So. Boston or Chelsea movement. Brother McDonald is the champion checker player of the B & M., and of course, he does not have any time to attend week day meetings. Brother Kidder is studying French preparatory to running into Montreal. If war is declared between this country and England I am of the opinion that we will want to know French. The smile Brother Robinson had? No, not that kind. Well, I am glad indeed. Were they both boys? Here's to you. Brother Marr of the N. Y. and N. E. or the N. Y., N. H. & H. has a run from Boston to Hartford,—one of the best on the road,—but, boys, he is just the same good, genial fellow as ever, and his good fortune has not changed him in the least. Brother Swan, of the B. R. B. & L. R. R. says they are running their snow plow on that road on account of the fish trying to jump over the track. This is no fish story, and I can prove it by Brother Hannigan, of South Duxbury, who often shoots clams in the spring of the year. The Fitchburg road? Yes,

it runs out of this city. Yes, several belong to Division 157, but they don't like to be hypnotized by their wives who want them to try some of Sister A. H. Brown's recipes for cooking, such as were used at the Auxiliary supper. Brother Neal says that Brother Brown is still able to do duty, but he is failing very fast. Poor fellow!

Christmas has come and gone and a new year is upon us. I only wish I had seen you before you swore off. Well, Brothers and Sisters of this great and glorious Order, Division 157, of Boston, Mass., sends greetings of a happy new year to one and all. And may the greeting of '97 from our Great Yard Master above be, "Well done, good and faithful servants."

Boston, Mass.

G. E. S.

Editor Railway Conductor:

The annual election of Division 69 passed off very pleasantly on Dec. 21, and the following Brothers were elected to take charge of the Division for the ensuing year:

S. O. Lesser, C. C.; Al. Moyer, A. C. C.; W. M. Stockwell, S. and T.; Tim Sullivan, S. C.; J. G. Welch, J. C.; J. H. Han, I. S.; G. H. Aitken, O. S.; Taylor, Spencer and Dillon, Executive Committee; Stockwell, Doyle and Welch, Grievance Committee.

I think this gives Division 69 an able and energetic set of officers for '96, and they have got to hustle if they beat the record of '95, the Division having done well the past year. Brother Dillon is spending Christmas in New York.

Bro. Han is taking a thirty days vacation. Brothers Moss and Welch are laying off, both being a little under the weather, hope they will soon be around.

Brother Newton Kramer is nursing a badly crippled hand at Las Vegas, and Brother Badgely had the terrible misfortune to lose his leg below the knee. Glad to say he is doing splendidly. He is an old and highly respected member of our Order, and his misfortune is deeply regretted. I am glad to say he was one of the old members of the Order who thought it to his interest to carry the insurance.

Seems to me that all ought to carry at least \$1,000, and as much more as they feel able. The assessments for '95 and '96 only amount to \$14 per \$1,000, and that is a very low rate for men engaged in train service. I am glad to say that I carry \$2,000 in the Conductors', and would not like to be without it, as well as \$3,500 in an Old Line company, which is more of an investment than anything else, provided I live long enough to win. And that costs me a great deal higher rate than

the Conductors', and no accident feature in it.

We never know how soon misfortune may overtake us, and for my part, I think it well to be prepared as long as I am able. Business on the S. P. is not quite so brisk as it was. The turkeys are gone and nothing in sight but a bout between Maher and Fitzsimmons, in February, across the Rio Grande, in Ciudad Juarez, Mexico. Fitzsimmons is here, and so are a lot of the tough sporting element. May all Brothers and THE CONDUCTOR have a prosperous New Year.

El Paso, Texas.

GEORGE H. AITKEN.

Editor Railway Conductor:

The annual meeting of Division No. 40, was held at its new hall in Bowlby block, Sunday, December, 15. The following officers were elected for the ensuing year:

J. D. Condit, C. C.; Geo. R. Wormwood, A. C. C.; M. N. Goss, S. and T.; Thos. Sullivan, S. C.; R. Collinson, J. C.; J. H. Gringer, I. S.; J. W. Waters, O. S.; J. W. Field, Thos. Leonard and Hugh Malloy, Trustees. All except Brothers Malloy and Sullivan were re-elections, and all were made without a contest, showing the harmony that exists in No. 40, also the respect and regard in which the old officers are held by the members, and it is merited, too, for no Division is presided over by a more efficient and capable set of officers.

Brother C. E. Fitzgerald, C. C., No. 117, assisted by Brother Geo. Elmer, installed the new officers in a very efficient and satisfactory manner. Grand Chief Conductor, E. E. Clark, and Grand Secretary and Treasurer, M. Clancy, were present and gave the members some valuable instructions and advice.

After the business of the session was finished an adjournment was taken to the Ryan Hotel, where an elaborate banquet was spread in the ladies' ordinary, consisting of eight courses, including the following delicacies:

Blue Points, on half shell,	Celery.
Mock Turtle Soup.	
Tenderloin Beef, with Mushrooms and Asparagus,	
Sweet Breads, with French Peas	
Mallard Ducks, with Cranberry Jelly.	
Fried Hominy.	
Ice Cream.	Cake. Fruit and Coffee.
	Cigars.

The tables and room were strewn with potted plants, ferns and roses, during the repast sweet music was discoursed by the Twin City Mandolin Club, and was duly appreciated by all present. The seats of honor at the head of the tables were filled by Brothers Condit, E. E. Clark, and M. Clancy, flanked on one side by Brothers George Miles and Chas. Fitzgerald, of No. 117, and Geo.

Elmer and John O'Neill, of Nos. 117 and 40 on the other. After the tables were cleared, stories and tales of the road were indulged in, Chief Conductor Condit acting as toast-master. Every one present was compelled to say something when called upon, Brother Condit's bear story on Brother Geo. Miles, bringing down the house. Brother E. E. Clark was seriously handicapped on account of a bad cold and hoarseness, but he told several blood-curdling tales which were immensely enjoyed by all present. Speeches were made by several Brothers for the good of the order, and vocal music was furnished between speeches, by the Quintet Club, who are artists in their business. At about 9 p. m. one of the most successful annual banquets ever given by No. 40, broke up. Everybody had a good time. Grand Chief Conductor Clark made the closing remarks, and his last words to the assembled Brothers were, "God be with you till we meet again." Great credit is due Brother Field for the able manner in which the banquet was gotten up and carried through successfully in the face of the fact that he had a sick wife at the hospital and made his regular runs on the road.

BANQUET NOTES.

A ball by No. 40 is being talked of in the near future. Brother Malloy was appointed chairman of a committee to report the advisability of having one. Hugh is a rustler in anything of this kind.

Brother John Leonard arrived in time to sit down to the banquet. Several of the Brothers affirm it was his first meal in two weeks.

Good natured Brother Geo. Wormwood had to be lifted from the table with a derrick, rolled to the door and slid down stairs.

Ninety-three members and visitors attended the meeting in the afternoon and seventy-five plates were laid and demolished at the banquet in the evening.

No. 40 has a membership of 201 in good standing. Several of them are annual members, that is, they only show up at the annual banquet.

Brother Fitzgerald, of No. 117 issued an invitation to all Brothers of No. 40 to be present at their annual, at Minneapolis, Dec. 22. "Toasts and Cigars" will be the bill of fare. Brother Elmer was juggling one of our boxes at the banquet hall.

Brother John Scott has returned to duty on his old run, after doing a short "penance." Brother Wm. Thomas has again returned to his old run on the Belt Line, after being laid up nearly all summer from an injury.

Brother Tom Casey goes on the road the first of the year selling cigars. He has the Brick and

Fergus Divisions. We wish him all kinds of good luck.

This is not Brother Clancy's first visit to the west. Some of the Brothers tell of a fishing trip to Duluth some years ago. The "fishing" lasted all night. Perhaps Brother Clancy will remember it.

Brother Joe Goran, who became partially paralyzed two years ago, is at Hot Springs, Ark., and is getting along nicely. He would like to hear from any of the Brothers

J. B. Rice, Supterintendent of the Fergus Division, G. N. R'y., has resigned his position, after a continuous service of thirty-five years on the same road. He commenced as conductor, being the first that ever ran a train in Minnesota. The good wishes of the old employes go with him.

St. Paul, Minn.

A. J. M.

Editor Railway Conductor:

This finds us beginning with a new year, everything and everybody fresh as a youth of ten, although a few of our number are beginning to show the weary years spent on the rail, by the "silver threads among the gold." Our Division starts off with the following officers in the respective chairs:

W. F. Bowers, C. C.; J. W. Wilson, A. C. C.; J. H. Hannahs, J. C.; L. A. Rose, S. C.; M. Clark, S. and T. We confidently expect the above officers will perform their duties as faithfully as their predecessors, and keep old 369 in the front ranks as she has been in the past.

Our retiring C. C., Brother Bailey, has been a most faithful worker to the cause, and by his untiring efforts, 369 could not fall by the way-side. Some of our Brothers are a little slow about coming to Division, but I guess they can put up good excuses, as a conductor has to do every day in answering the "why did you do this," or "why didn't you do that," and a dozen other similar questions

I had the pleasure of visiting Three States Division, No. 351, located at Kenova, W. Va., recently, and was favorably impressed with the work of the Brothers at that point. I had the pleasure of seeing one, Brother Kilgore, initiated into our ranks, and landed safely at our masters' feet

I have often thought what a difference there is in this life, and what a farmer thinks, as he sits before his great open fire-place on a cold wintry night, with the thermometer 10 degrees below zero. He watches the fast flyer or the fast freight as they glide swiftly by, he says to his uncle, cousin or some other relation that may be present, what a snap those railroad men have, sitting in

the engine, caboose or parlor car as it may happen to be. He does not realize what those men have to contend with. They don't have the time he does, to write reports to the officers about some imaginary wrong. A few years ago, one of these knights of the field, from down the line, used to hoeing corn all summer, and flogging the country school lads all winter, in the little red school house on the hill, secured a job firing on the road. He caught a local engine the first trip, and what a snap he had. We were twenty-four hours making one hundred miles, on one of the hottest days in July. When we got in I says, George, how do you like your job? He replied, all right, in a very half-hearted way. We got a meal, the first in twenty-four hours, and started on the return trip. We made the return one hundred miles in thirty-six hours, George did not like his job near so well as he did at the other end of the line. He made several like trips, and tucked his little bundle of blue over-clothes under his arm, and took the flyer for home, never more to return to feed the iron monster black diamonds. Such is the fate of all men looking for snaps on the railroad.

Parkersburg, W. Va. W. E. HENDERSHOT.

Editor Railway Conductor:

The members of Division No. 277 elected the following officers at a special meeting Sunday, December 8, 1895:

W. H. Browning, C. C.; L. L. Elkins, A. C. C.; M. C. Savage, S. and T.; P. M. Elder, S. C.; W. Z. Ellis, J. C.; A. E. Donegan, I. S.; J. J. Sessions, O. S.

Although considered in an out of the way place our Division is doing well. We take in a new member occasionally, but having a limited territory to draw from, if we get in all that are eligible and worthy our Division room will hold them. The major part of our members are a credit to the Order, but as is usual, we have some drones and kickers, who cannot see what benefit the Order is to them, but in this connection I would say that I believe that such find it a riddle to say of what benefit they are to the Order or the world in general. It is a difficult matter to make such members understand that the Order is what they make it, either a personal benefit or otherwise, from the fact that they do not attend often enough to get interested and fully appreciate its aims and teachings.

Service on railroads in this state means hard work, long hours and small salary in most instances, which could be remedied by our members if they would educate themselves to understand what they could do. The officials of our roads are as considerate as can be found and are

willing to do all they can personally for their employes. Men in train service in this section are above the average in intelligence and morality (the writer is not in service, consequently not included) and in many instances a check has been put on a Brother's action by a regard for our Order or the admonition of some member. That the organization is a benefit to us in a moral, social and financial sense, goes without question, and so long as we work endeavoring to improve our members in these particulars we can hope for success and the approval of all fair minded people. Federation is what we need, but as the engineers have about what they want nothing will be done soon, and all will wake up some day, realizing their position. We have in our city lodges or Divisions of the following railway organizations: B. of L. E., B. of L. F., B. of R. T., O. R. T., O. R. C. and Roadmasters, and the amount of good that could be accomplished by them if working together would be incalculable, but it looks as if each was afraid that some one would derive more benefit than he.

Sanford, Fla.

MACK.

Editor Railway Conductor:

As Sunday, December 15, was election day for Monon Division 89, the new year finds me trying to fill the shoes of one of our ablest men, who declined re-election as Correspondent. We sincerely regret to lose the able services of "Mack," and hope by '97 he will see his mistake as others see it, and allow us to again put him in the harness.

The following were elected to steer "Old Monon" through '96:

Ike Wright, C. C.; J. L. Seaman, A. C. C.; C. S. Dodson, S. and T.; Henry Till, S. C.; W. J. Pulliam, J. C.; John Bird, I. S.; George Aikens, O. S.

Our old veteran and mainstay, was again elected by acclamation as Secretary and Treasurer. The fine ability of Brother C. S. Dodson is shown in the Division, as it was in the last election, when he was elected to represent one of the Louisville districts in the legislature. If we could only claim a few more such men we would be able to boast of having the banner Division of the Order.

The business of all the roads on which our Division is represented has been so heavy for several months the Brothers have been unable to attend our meetings as often as we would like to see them. Brace up, boys; give our new officers encouragement by your presence. They need your co-operation to make this a successful year. Let us endeavor to be Brothers in the true meaning of the word. Two of our young Brothers on

the Kentucky division of the L. & N. have met with misfortune in the last few days in the loss of their situations, Brothers Posy Atherton and Shorty Cook. These are worthy Brothers and should any of the members meet with them, extend to them the hand of true friendship.

Big Angel (Brother C. E. Turner) was home for the holidays from Greensburg. We would like to see him back with us on the first division once again.

We hear Brother John Harris, one of our bachelors on the Henderson Division, is studying dentistry. Go it, John, she is a good looker. Our Atlanta flyer comes off January 8, which throws Brothers Lawton and Harrison back on heavy luggage.

Our old and esteemed Brother, W. W. Sweeney, died December 29, at 3:25 a. m. He was buried the 31st, under the auspices of the O. R. C., the services being conducted by our new Chief Conductor. Brother Sweeney was the oldest Conductor on the L. & N. Railroad. His first service was as brakeman, under his superintendent. The duties becoming so heavy the superintendent found it necessary to have a Conductor, and Brother Sweeney was promoted, and has been employed continuously since as passenger Conductor and depot master. He has seen this system grow from a line of fifteen miles, to its present great mileage.

Louisville, Ky.

OUT O' SIGHT.

Editor Railway Conductor:

With this letter I make my bow as temporary correspondent of Division 36, and in accordance with the time honored, but ever beautiful expression which has echoed down the ages, I shall begin by wishing every member of the Order and its grand Auxiliary of Ladies a happy New Year. No. 36 sends this greeting in good faith and with generous feelings of loyal fraternal friendship. We have prospered fairly well during 1895, and 1896 dawns bright and fair upon the golden hills of Colorado, whose hidden treasures the sturdy miners of Cripple Creek and other gold camps throughout the state have succeeded in revealing to the world. This means labor for thousands of miners; it means trains freighted with the precious metals from the mines to the vast smelting and refining plants in Denver, Pueblo, Leadville and Durango; it means employment for our Brothers and contentment in the home circle, which is the basis of all happiness. Therefore do we welcome the new year for the opportunities it will offer to do good, to advance, to achieve victories for truth and justice, to promote the growth of our own beloved Division, not in num-

bers alone but in knowledge of the beautiful and sublime principles of fraternal fellowship and mutual protection which bind us together. It were folly to assume that every conductor is just what he should be; and it is a truth, however humiliating its confession may appear, that many conductors measure their obligations by a sadly defective standard; but it is also true, that the fraternal spirit is growing; that the Division room has been a school for the cultivation of perpetual friendship and intelligent conference, and that the conductor who lives nearly up to the beautiful vows there taken makes an upright citizen, in every walk of life.

On the evening of December 23 the new officers of our Division for 1896 were installed by the retiring Chief Conductor, Brother Harry Hart, who has so long and faithfully presided over our deliberations. He retires possessing the esteem of every member of the Division, as, indeed, does Brother T. F. Hollis, A. C. C., and all the old officers.

The new officers are: W. W. Hancock, C. C.; J. F. Owens, A. C. C.; F. H. Stouffer, S. and T.; L. B. Southwick, S. C.; Wm. Mahoney, J. C.; Tim Reardon, I. S., and Chas. E. Duey, whose happy home was blessed by the arrival of a beautiful baby boy on Christmas eve, O. S.

The new officers are all Brothers of acknowledged ability and loyalty to the principles and teachings of our Order enjoying the respect and confidence of every member of the Division, and I bespeak for them a successful administration of its affairs.

In conclusion it may be said to the great credit of THE RAILWAY CONDUCTOR that its policy makes it popular with all classes of railway employes. I notice with pride its steady improvement in the character of questions discussed, and I am as a conductor always ready to applaud true merit. It is in fact a bond of union between all of the Divisions; it speaks for all; it is alive and awake to every interest that has a tendency to elevate the moral and material condition of our whole membership.

R. T. M.

Pueblo, Colo.

Editor Railway Conductor:

At a regular meeting of Division 53, held December 15, 1895, we elected our officers. Brother W. T. Elliott was re-elected Chief Conductor, and as his election was almost unanimous it will be seen he is a good member and worker for the Order. Brother J. H. Vance was elected A. C. C., being promoted from the Senior Conductor's chair. Brother Vance is one of our best members and has always been a worker in our Di-

vision. Brother Kohler, our S. and T., needs no recommendation. He has entered on his fourth year in that office and that speaks for itself. Brother B. G. Cook our newly elected S. C., is holding his first office, but that does not detract from his ability to successfully fill the place to which he has been elected. Our J. C., Brother Frank Butts, is a good man in a good office and will fill it with credit to himself and Division 33. Our Inside Sentinel, Brother Lester, will surely see that no one is admitted who is not properly qualified to enter the Division room. Our worthy Outside Sentinel, Brother Avery, is a hotel man here and I warn you he has no cut rates, so have the right change and shove your money under the door before you enter. It will take too much space to tell of the men on the several committees, but I can say with safety they are good men in their several places and we predict for Division 53 a successful year with our officers as they now stand.

We have something this year in our officers that I have never seen in the six years I have been a member of this Division and that is five active, working christians. Our Chief, A. C. C. and S. C., and two of our committeemen are not only professors of religion, but are working for the Master. Division 53 has set an example that we would be glad to see followed by more of the Divisions of the Order. We have quite a number of members who are christians and who are living examples of the truth of the Gospel and that a man can be a christian anywhere. Many of us can remember when a railroad man who it was said was a christian was looked on with curiosity, but it is not so now, and I am glad we can have conductors and christians in the same men.

We extended an invitation to the ladies to join us and give a public installation and have something to eat afterwards. Of course, the ladies agreed to that, for they are always anxious to get up something good to eat if they can only find someone to eat it. Saturday, the 21st, was selected and a goodly number of conductors and wives of conductors gathered at the hall, and after a song and prayer, the ladies proceeded to install their officers. Mrs. Julian Gudgeon was the installing officer and did the work with credit to herself and her Sisters. The ladies have a fine installation ceremony and it was very interesting to those who witnessed it. After the installation the president, Mrs. John L. Tygard, made a short talk to the Sisters and also to the conductors present. Her subject was well taken and she impressed upon each one present the truth that each one of the conductors ought to interest himself and if possible have his wife belong to the Auxil-

iary. I, for one, believe she is right. The Auxiliary here has done much to promote a social feeling among the members of the organization that is lasting in its effects. It has been the means of bringing not only the members of the Auxiliary closer together socially, but it has done as much for the members of the Order and their families. I believe we ought to give the ladies the recognition of each Division of the Order and help them along, for they are part of us. They share our burdens and our troubles and when we are in trouble they sympathize with us and we owe more or less of our own successes to our wives. The Auxiliary belongs to the conductors' family and I think ought to be helped.

After the ladies were through the Conductors proceeded to install, and had, after their installation, two or three short talks, following which were asked to supper. There was plenty for everyone and the ladies treated us just as if we were worn out and had just got in off the worst trip we ever had in our lives. Of course, we let them feed us, but finally had to cry enough. Everyone had a good time and, I believe, went away satisfied that both the O. R. C. and the L. A. to O. R. C. had made some large steps towards getting better acquainted. W. S. O.

Denison, Texas.

Editor Railway Conductor:

As the year draws to a close and we have selected our officers for the ensuing year, I will send a list of them to THE CONDUCTOR in order that our scattered members may know who they are: O. Steele, C. C.; J. G. Chase, A. C. C.; O. S. Ward, S. and T.; J. B. Tanney, S. C.; F. E. Lantz, J. C.; J. H. Burns, I. S.; W. B. Morledge, O. S.; J. B. Tanney, I. Little and F. M. Hoxie, Division Committee.

The past year closes with a poor showing for the Division, on account of dull times on the road. We have nearly all the eligible men running out of Lincoln, but in a few months we will have some good material to work on.

We are very busy selling tickets for our dance which takes place on December 31, and we feel sure, will be a great success, both for enjoyment and financial returns.

We finally induced the ladies to organize an Auxiliary to Division 227. Now I think we are up to date in everything to promote the welfare of the Order, and especially Division 227.

The Order has my best wishes for 1896.

Lincoln, Neb.

"O. S."

Editor Railway Conductor:

In my last letter I predicted that the ladies

would give a ball during the holidays. Once I was right. They gave their first social last evening in the hall adjoining the one in which we meet. It was a complete success in every way and all enjoyed themselves as they never did before. I am not going to try and describe how all the ladies were dressed. That is out of my line. I will leave that to the lady correspondent. Many thanks are due to Mrs. Gardner, Mrs. Harris and Mrs. Kinch for the able manner in which they managed the affair. Now, I think the Brothers should try something of the kind, but I fear we could not make it win. Too many cranks! Just to think, we were holding a meeting last evening and all were in a hurry to get through with the business and get in where the dancing was going on, and Brother Benjamin actually went to sleep reading communications, and we believe that he did it just to keep us from dancing—he doesn't dance, himself. But we will get even with him. Then he will wonder why we did it.

Los Angeles, Cal.

R. T. HEDRICK.

Editor Railway Conductor:

How are you? We feel quite well acquainted with our G. C. C., as he and his estimable wife tarried with us a few days in the city of springs the past summer, and they were materially benefited thereby. There is nothing better for health than good spring water.

Waukesha Division No. 259, to the number of about twenty, with visiting Brother George Johnson, of Division 211, met December 15 and elected the following officers for 1896: John M. Thompson, C. C.; A. L. Larkin, A. C. C.; Ira Yantis, S. and T.; A. D. Finch, S. C.; J. K. Pelton, J. C.; W. I. Bush, I. S.; W. H. Dana, O. S.; Trustees, C. E. Hill, F. G. Webb and E. Sweeney; for Division grievance committee, W. I. Bush, (chairman), Ira Yantis and L. F. Horn, and C. E. Hill correspondent for THE RAILWAY CONDUCTOR.

Immediately after election, P. C. C., Brother C. F. Merrill, assisted by Brother E. S. Walker as marshal, installed the officers. After closing all met at Gilbert's cafe and enjoyed themselves over oysters, coffee, etc. On arriving home our wives were disappointed in our not being able to eat the supper prepared for us an hour or so previously. Just imagine the surprise.

Our chairs are all filled with good, true Brothers. Our dues are one dollar less than heretofore, and nearly all the Brothers are paying 1896 in advance.

Now a word to the L. A. to O. R. C. I would not give consent to my wife to join the L. A. to O. R. C., and she would not join without, which,

of course, is the way all good wives do, but I was finally converted. Who can withstand the persuasions of three or five good women. "God bless them." And I can say from experience, that when your wife joins the L. A., where you were teased to stay at home from Division meetings before, you will be coaxed to go to every Division meeting possible, and when all Brothers that can attend do so, I ask you if you don't have better meetings and closer brotherly feelings. All try and get your wives to join the Auxiliary, and where they have no Divisions have them organize.

Mrs. A. W. Squires, from Baraboo, Wis., was here December 20th to instruct the Sisters of White Rock Division in their new work. In the evening, the ladies with their husbands, met at Brother Quests, and had a very pleasant reception. White Rock Division L. A. to O. R. C., are to give a reception and dance, assisted by the Waukesha Mandolin Club, on New years eve, where a pleasant time is anticipated.

Brother Ira Yantis had the misfortune to burn his hand quite badly some three weeks since, but is able to work now. All the Brothers are working, although three or four are braking.

We expect by the middle of next summer all will be running trains, when our Manitowoc branch will be built, and then we expect to haul lots of flour, which will take several more crews.

Waukesha, Wis.

C. E. HILL.

Editor Railway Conductor:

It may be that a few notes regarding the fortunes and misfortunes of our members will be found of interest by your readers.

Brother Jesse Drake, of No. 97, was called to Roodhouse from Perry, Iowa, where he is working, to bury his seven-months old babe, which was laid to rest in the Roodhouse cemetery, December 28th.

Brother Vadney, who has been off duty for a month, because of sickness, is on his run again. Brothers Liter and Arnold are running out of Chicago for the present. Brother Frank Scott is on the Peoria run, and we do not see him any more in Roodhouse. Brother Dan Scott is running train on the Kansas City, Pittsburg and Gulf from Kansas City to Pittsburg, Kan.

Brother Brazuell, who has been running local freight between Roodhouse and Bloomington, is now in the chain gang, on through freight, and is also in the coal and oil business.

Roodhouse, Ill.

Editor Railway Conductor:

The Christmas holidays have just passed, and

all have had a merry Christmas, especially the little ones. It is now time for us all to return to our respective duties again, so I will start with the new year and write a letter to THE CONDUCTOR, to let its readers and all the Brothers know that Raleigh Division 264 is still alive and doing well.

We elected our new officers at a special meeting held December 15, 1895, as follows: H. M. Fawcett, C. C.; F. F. Brown, A. C. C.; W. W. Newman, S. & T.; G. M. Lasater, S. C.; J. F. Wearer, J. C.; F. F. Wilson, I. S.; — Stockton, O. S.

All seem to be well pleased with these Brothers as officers, and hope the Division will prosper under their direction.

We have very interesting meetings some times, but, I am sorry to state, the attendance is not so large as it should be. There are some of our members who have not been to the Division for a long time, and when they are asked why they did not come to the last meeting, their only excuse is, "I forgot it was meeting day." Brother, that does not speak well for you, but it is so, nevertheless, and you are well aware of the fact. Now you must not forget, and when any of you need the assistance of the Division you will not be forgotten. Begin with the new year, and say you will not miss a meeting, except when you are out of the city, and always try and be here. You will always find some one at the door to welcome you in the Division room, on the second and fourth Sundays of each month, at 2 p. m. Now try it.

I will stop, lest I tire thee, but will try to let you hear from me again.

In writing letters I am a new-man in a new business.

N. E. W. MAN.

Raleigh, N. C.

Editor Railway Conductor:

November 26 the Brothers of Division No. 278 had the pleasure of a visit from our A. G. C. C., Brother Wilkins. We were all pleased to grasp the hand of Brother Wilkins, but more pleased to listen to his very able description of the working of the Order, and the many cases that have been satisfactorily adjusted by our Grand Officers on the different lines of railroad, all tending to help some Brother Conductor. We wish some of the Brothers who stay away from Division meetings when they could just as well be there as not, had heard Brother Wilkins' remarks in regard to this subject. It is a fact, Brothers, your presence at the meetings of your Division does much to strengthen your officers and make them feel that you appreciate them and their work. The Brothers do not take interest enough in the Order. Too many of

them prefer promenading the streets or standing on the corners and discussing the topics of the day until the Division is closed, and then ask some Brother who was in attendance, for the proceedings. Brothers, this as you know, is altogether wrong and certainly out of place. Our Order is what the members make it. Come to the Division room and see what is going on. Between the walls with doors securely closed is the place to give vent to your feelings and not at the yard office or on the streets. You lose all interest when you do not attend the meetings. There are some Brothers who cannot attend regularly, but of course such cases are excusable. I am after the ones who can attend, but do not. I must say quite a number of the Brothers have the Order at heart and are doing all in their power to promote the good of the cause. Still we have a few black sheep among us. It seems they have forgotten their obligations and are O. R. C. in name only.

December 10 was our annual election of officers and resulted as follows:

P. W. Heck, C. C.; I. N. Oliver, A. C. C.; William Rees, S. and T.; William E. Russell, S. C.; T. O. Collins, J. C.; F. Henderson, I. S.; P. Senft, O. S.; T. O. Collins, P. Senft and C. A. Pogue Division Trustees.

This, being the third term for Brother Rees to be elected, goes to show that he is the right man in the right place. Our worthy Chief and Brother, W. J. Conley, has the sympathy of all the members of this Division on account of the death of his Brother, Mr. P. Conley, who was hurt so badly by a switch engine that death relieved his sufferings in a few hours. The accident occurred at Seventeenth street, Pittsburg, on the 29th of November. He leaves a wife and one child to mourn his loss.

Dennison, Ohio.

WILLIAM E. RUSSELL.

Editor Railway Conductor:

Camden Division No. 170 is alive and progressing. Sunday, December 15th, the annual election of officers resulted in the following selection: S. Robinson, C. C.; W. S. Lord, A. C. C.; J. P. Ancker, S. and T.; Charles Lorne, S. C.; J. S. Keiley, J. C.; J. W. Wilhelm, I. S.; W. J. Brennan, O. S.; Brothers Slocum, Wallace and Mason, trustees, and Brothers Connell, Peak and Wallace, Division committee.

The meeting was called to order at 10 a. m. by Chief Conductor Connell, and the election of officers for 1896 occupied the time until 1:30 p. m. There were some few contests for the various positions, but the best of feeling prevailed through-

out. With the officers elect, who will receive the assistance of all the Brothers of the Division, the roll call at the termination of the year will be larger than it is to-day, although the record of the Division at the present time, with ninety-four members, is something to be proud of. This is especially true since every member is imbued with that spirit of brotherly love that should characterize members of our Order wherever found.

After the closing of the morning session, the members of Division 170 and visiting Brothers, attended their annual banquet at Rudolph's hall, where covers were laid for sixty, and to see the inner man being helped to the good things of this earth, was to say the least, a beautiful sight. I do not wish to get personal or cast any reflections on the appetite of any of our Brothers, but if any Division was to get up a contest on eating oysters, I will borrow twenty-two cents (or more if I can) and wager every cent of it on Brothers Larue and Lord. It was the misfortune of Brother Slocum and myself to be seated opposite to these Brothers; my appetite was destroyed and Brother Slocum was struck dumb with amazement. (Enough said.)

I have been informed that Brother Wallace, you all know Tom, took a hurried trip to Philadelphia the next morning and purchased a rubber outfit complete. The reason given for this was, that at the banquet he was placed in front of a large dish of raw oysters, appeased his appetite from the same and now imagines he can always see water. When all present appeared satisfied, we again moved to the meeting room and opened in regular session. The officers were installed by Brother A. E. Ludlow, in a most solemn manner, without the aid of a ritual, assisted by Brother Jas. A. Connell, as Marshal. It is something to be proud of to have a member who is capable of reciting the entire ritual from memory, and it makes a more impressive scene in installation.

The officers elect, in turn delivered neat and appropriate addresses of acceptance, and assured the Brothers that they would leave no stone unturned during their term of office that would in any way benefit the Division.

We were very much disappointed on account of the few visiting Brothers present, but Brothers Mooney, Matthews and McCauley, of Division 162, are capable of representing and are a credit to any organization, and are Brothers whom the members of Division 170 are always pleased to grasp by the hand. Come and see us again. Brothers; give the same signal and the door will always open for you.

The Division was much pleased with the

monthly Circular of our Grand Chief, especially that portion of it relating to the Arbitration Bill presented at the last session of Congress.

The members of this Division believe the time is at hand when party politics should be cast aside, and all should work to elect members of the different law making bodies who will weigh the wants and rights of the laborer in the same scale with those of capital, so that each will receive justice, and there will be no cause for either strike or strife between capital and labor, whose interests are identical.

Wishing our members a Happy New Year and prosperity to our Order.

DENNIS.

Camden, N. J.

Editor Railway Conductor:

In March, 1892, Bluefield Division was organized by Brothers of Roanoke Division, with twelve members, and has steadily increased until the present time. It starts in 1896 with fifty-three members in good standing, another elected and still others to follow. The new year finds Lowder elected again as C. C., with C. Heck re-elected for Secretary and Treasurer. The remaining offices are filled with competent men, with the exception of A. C. C. and correspondent, which honors were conferred upon me.

Doubtless our literary honors would be greater if we would follow the example of our predecessor, but not being built that way, Bluefield Division will be heard from during the ensuing year.

We are situated in a little town of 6,000 inhabitants, having been built up in the last five years, from one farm house and a box car, (for depot), is now the terminal of three divisions, situated on the edge of the Pocahontas coal fields.

Business is very good on the Norfolk & Western R. R. system since we emerged from the great strike in the coal fields last summer, and the Cons are all wearing broad smiles.

Brother Lander was recently promoted to extra passenger conductor, and he shows to good advantage in his new uniform, with his ticket punch conspicuously prominent in his vest pocket.

Rose is punching tickets on the mixed train on the C. V. division, and Wall and Linberg have the locals on Pocahontas division.

Barger, of the passenger service, has assumed the care of a wife—may connubial bliss constantly attend him.

Space forbids the enumeration of the genial cons that run out of Bluefield, but when you come this way, you will find the latch string on the outside.

We are all pleased with the new work, it is superior to the old.

Brethren, if we would succeed in the year '96, let every member assume his full share of the responsibility, ever be in attendance at our meetings, always ready with suggestions, ever watching for the best interest of our Order, ever looking ahead for the "red flag" signal of danger, admonishing our Brothers, striving to our utmost to live up to the requirements of our Order, and inculcating the great principles of the same, and when we register in on our last trip in '96, we will find our Order prosperous, ourselves as individuals better men, thus commanding the respect of our employers and the people generally.

In addition to our work for the year, we hope to hear of a Ladies' Auxiliary being organized wherever we have a Division. Boys, talk to your wives and get them interested in the work, and they will give our Order a new impetus of which we will be proud. Say, boys, let us hear from you

In the midst of prosperity, adversity overtakes us. While the sun was at his zenith on the 5th instant, a dark cloud passed under it, and spread darkness over our Division, brought sadness to a wife's home and sorrow to a mother's heart, when a message flashed over the wires notifying us that Brother Straley was killed in a wreck. The members that were in town at once took charge of the body, and with loving hands and sorrowful hearts, accompanied it to the home of his boyhood and laid it away to rest until the morning of the resurrection.

The semaphore is red, so we will stop and get a "31."

BONUS HOMO.

Bluefield, W. Va.

Editor Railway Conductor:

We, the officers and members of Pine Tree Division, wish you and all other Brothers a Happy New Year. Pine Tree Division is not dead, as you may have supposed from our long silence, but at our last meeting there was no correspondent elected for this year, so I have taken the liberty to write something myself.

Our annual meeting took place on the third Sunday in December. A very enjoyable evening was spent by all. The election was satisfactory to all, and if things do not go right "Capt." will read the law to them. In the evening the officers were installed by P. C. C., B. Pratt. The installation was public and the services were witnessed by a large party of the Brothers and their friends. After the officers of Pine Tree Division were installed, the ladies took the floor, and the officers of Pine Cone Division L. A. to O. R. C. were installed by Deputy Grand President, Mrs. E. J. Palmer.

Just before the party dispersed Brother Cahill stepped into the center of the hall, and in a very able speech, presented Brother Pratt with an elegant quartered oak sideboard. Although taken by surprise, Brother Pratt thanked the boys and was very much pleased by the good feeling expressed.

"B."

Portland, Me.

Editor Railway Conductor:

Having been duly appointed by New River Division 140, to represent them through the columns of THE RAILWAY CONDUCTOR, I humbly salute my brethren, hoping I may be able to say something for the good of the Order in general, and Division 140 in particular.

Our annual election was held December 8th and officers installed December 22d, for the year 1896, as follows: S. T. Hamilton, C. C.; W. F. Echols, A. C. C.; A. A. Riddleberger, Sec. and Treas.; J. F. Smith, Jr. C.; A. R. Sweeney, Sr. C.; C. Farley, I. S.; C. E. Ashley, O. S.; W. F. Echols, Correspondent.

We hope to do more this year than we have ever done before, for our noble Order. If all the members of the Order would get a hustle on themselves like our S. and T., we would soon have the banner Division.

As the year 1895 is about past, I wonder how many of us can look back and say we have done our duty to our organization; how many can say, with a clear conscience, that they have not let a single chance pass, when they could have done good, by making an effort to improve it.

Do we do our duty when we stay at home on meeting days, just because we do not feel like going to the Division room? Your answer would be "no," and by that simple word you condemn yourselves.

How often as we come out of the Division room, or the same day at least, we meet some Brother who asks, "What did you do to-day?" and "who was up there?" All of these questions should be answered as I answered one not long since. "Why, if you want to know, just come up and see." There is one thing noticeable about these "stay-away" Brothers, they are invariably good kickers, and can find the Division room as quick, if not quicker, than the other class if they are in trouble, or if they think they do not get their rights. To them I want to say right here, that getting your degrees, paying your dues, and not attending Division meetings, does not constitute the duties of a member of the Order. It is his imperative duty to attend every meeting of his Division, and do his kicking on the floor, and not

on the streets or yard office, in front of a lot of outsiders.

Brothers, take my advice, and during 1896 attend every meeting possible, and help the officers of your Division to make the Division a success, for they alone cannot succeed; they expect your aid, and you are pledged to give it. The only way is to come up to the rack and take your share of the work and make the old machine howl.

We have had four new members added to our list this year, and transferred Brother J. G. Bond from Division 188. We are also expecting a transfer soon for Brother Ed. Bray, from Division 136.

Brother Geo. Himelright, of Division 107, who is running a train on Greenbrier Division of the C. & O., was shot in the shoulder on November 11th. Am glad to say the accident did not prove fatal, and George has resumed duty again on the road.

We have a membership of forty-three at present in our Division. Freight is better on the C. & O. now than ever has been known before. We have twenty-three through freight crews on our district, and at the least calculation, we will make forty three days this month. Our run is eighty miles.

You will hear from me again.

Hinton, W. Va.

W. F. ECHOLS.

Editor Railway Conductor:

As the duty of correspondent for THE CONDUCTOR was conferred upon me at our last regular meeting, may I have space to say something about Division No. 73? We have a nice little Division here, and in a fairly prosperous condition, but I am thoroughly convinced that it could be made much more prosperous if our irregular members would be a little more regular in attendance. I don't wish to be called a kicker when just starting in, but I wish the irregular Brothers would stop and think for a minute. If we all stay away from our meetings, who is to do the work? Brother, our Order is worthy of your attendance, as well as your money for dues and assessments. Our Order has done great things for some Brothers, and will do so for all of us if we get out to our meetings and help a little. I hope to be able to say in my next letter that all members of 73 are taking more interest and attending Division meetings regularly, and that 73 is in a good and prosperous condition.

Brother Wilkins was with us on the 13th and we had a special meeting for his reception. He gave us, what few were there, to understand that we must get out to our meetings and work if we expect to keep posted on the issues of the times. It was good, sound talk, worthy of our attentive

hearing. His visit made us glad, and we hope he will come again. The latch string of Division 73 is always out for Brother Wilkins and all visiting Brothers.

May you and all Brothers of our Order have a happy and prosperous new year.

Ashtabula, Ohio.

UNCLE BOB.

Editor Railway Conductor:

St. Louis Division No. 3, at its regular meeting on Sunday, Dec. 8th, after transacting its usual routine business, proceeded to elect officers, resulting as follows:

E. E. Williams, C. C.; Fred Young, A. C. C.; Wm. F. Lewis, S. and T.; Val. Stone, S. C.; J. Henry, J. C.; S. Livingston, I. S.; G. B. Newland, O. S.; Howard, Miller and Kellog, Division Committee.

There was quite an attendance, and as we wanted to see the new year with new officers in charge. Brother J. Flory proceeded to install them in a very creditable manner. After this was over, a newly elected candidate was duly helped to understand that "all's well that ends well," and that "out of darkness comes light." We then proceeded to talk about our coming ball, for we are going to have one. We hope to see all the boys there and enjoy themselves. We extend you all a kind invitation, (one of the \$ kind), and if you can't come, please send along the dollar with regrets, and we will accept the dollar if we don't your excuse.

Jack Rabbit, of Terre Haute, Ind., is a long way from Los Angeles Division to be writing for them, and I like him, hope that they will speak up—but dear Jack we don't want you to stop, either. To Brothers G. L. Hartzell, Adams and their fair wives, we say, let the good work go on. Oh, why don't more Brothers insist on their better halves joining the L. A.? We read with pleasure about the union meeting at Harrisburg, Pa.—come again, Mox. We hope the medals given out at the Gabfest, by the C. C. of Division 122, were equal to the occasion, and that fest and medals were not wanting. Next we will say the watermelon was all right,—so were the remarks of L. S. Coffin.

As for 69 and Brother Geo. H. Aitken, we cannot see our way to excuse non-attendance. Good meetings are the life of any Division, and we lose our interest there too soon by staying away. We partly apologize to Brother R. T. Hendrick for the few lines about 111, but will say in conclusion, you are the proper correspondent and we sincerely hope your endeavors to get the absentees to attend will not be in vain.

Allow me to assure the correspondent of 183

that we hope the "fretters" are enjoying the fret. G. E. S. is a daisy, and it is a wonder some fair lady of Mascot Division did not want to borrow him for the occasion. Pueblo should not let Brother J. F. Owens resign as correspondent—"he's all right." If the Brothers of Oswego, N. Y., will give X. Y. Z. a little more help and attendance at meetings they will be on top yet. The advice of Welsh, of Kaw Valley, is all O. K. and we hope will not go unheeded. To Brother S., of 172, we say come again, and to Brother Bowen we extend our sympathy. Brother Rooney's Division should not let him stop. The letter of Brother C. M. H., of Raton, N. M., was too short, as was that of Slobs, of Grand Rapids. To Brother C. W. M., of Seymour Division, and Brother W. J. Wilkins, of Ft. Scott, we say, well done, may the good work continue. Brothers, don't fail to attend Division when you can.

St. Louis, Mo.

C. W. HOWARD.

Editor Railway Conductor:

If we may take the past for criterion, the correspondent for Collins Division has forsaken his duty, and if you will permit I will take this opportunity to supply the deficiency. We start in the new year with eighty-five members in good standing, and many of them are zealous workers for the common cause. There are some, however, who do not regard the purposes of the Order and their obligations toward it with as much seriousness as they should, and their backsliding is almost certain to take the form of non attendance upon Division meetings. The first great duty which a member owes to his Division is to attend its meetings whenever possible; if he cannot attend both monthly meetings, let him come once a month. Let us all resolve to take an active part in the work of the Division this coming year, and see if we are not repaid for the effort.

Collins Division has at last succeeded in the formation of an Auxiliary, and it has been given the suggestive name of Monumental Division. The ladies seem to be greatly interested in the new work, and we hope for them all kinds of success. But I see that the train for which I took the side track has passed, so I must pull out.

Baltimore, Md.

MEMBER OF 5.

Editor Railway Conductor:

I have not been elected nor appointed correspondent, but I am determined that the readers of THE CONDUCTOR shall at least hear from, or become aware that there is a Quaker City Division No. 204. We are neither dead nor sleeping, but in the enjoyment of harmony and prosperity. Our members are nearly all in good standing and

the past year has been a successful one. We have, as a rule, a fair attendance at our regular meetings, and have been taking in new members at nearly every meeting. At our regular meeting, December 15th, the following officers were elected for 1896:

Robert Falonn, C. C.; Frank Bender, A. C. C.; J. G. Ashbridge, S. and T.; Wm. C. Shuster, S. C.; Rollo V. Wood, J. C.; Chas. Rotzell, O. S.; Neil Kelly, I. S. All were well pleased with the new officers and hope the Division will prosper under their direction.

Brother Ashbridge is still running the "Owl" train to New York. Brothers Bender, Happersett and Tideman are still running "Blue Lines" on the B. & O. Bob, lookout for Brothers Wood and Kelly when they come to Baltimore.

Brother Butler is giving high ball signals on the night freight. Brothers Orner and Kelly are still switching cars in the Consho yards. Brother Wood can be found on the main line on old 83 freight. Brother Rotzell tried to run around Brother Beecher to get home for Christmas turkey, but they put the order board up on him at Shawmont. Brother Shuster is still on the N. Y. freight, and can always be found at meetings, and Billy White and brother get to Fortieth street as usual. Our new Chief Conductor can be found on the limited to Harrisburg.

Hoping 204 will not be lost in our next month's CONDUCTOR, I am,

Philadelphia, Pa.

WM. C. SHUSTER.

Editor Railway Conductor:

I expect it might interest a few of the Brothers to hear from I. I. I. Division No. 118. She's a booming all right. Once in a while it is hard to have a meeting, but we get there just the same. This is owing to business being best the latter part of the week, Sundays especially, and the crews mostly all being out on the road. There are six crews that have regular runs, and four crews that we call the "wild cats," that do the extra work. The runs are arranged so regular crews make every day. The boys have to hit the deck regular while passing all stations, all descending and ascending grades, approaching all water tanks and railroad crossings. This order is rigidly enforced, and the one that don't show up can get his time when he gets in, it will be all ready for him. There are several Brothers braking here, and they have all done considerable extra running. One good thing, the company does not keep a large surplus of extra men on hand, consequently most every one makes a fair living at this season of the year. The "3 I's" are building into Streator and have erected a mag-

nificent depot near the heart of the city. They will soon take possession, and when they do, look out for the "wild cats," the way they will jump around to keep all the extra work done up will be a caution. Thirty-five cars of meat and forty cars of dead freight are trains for east here, and we always have enough air to hold them.

If any Brother should happen along looking for an office, and should be lucky enough to find it here, and is looking for work at the same time, just ask for east end local. I think he will get what he was looking for,—"work"; although there are harder locals. We had a rousing meeting last Sunday, and elected our officers for 1896:

Brother Meadimber, C. C.; Brother Clendenen, A. C. C.; Brother Anderson, S. and T.; Brother, Skeid, S. C.; Brother Larimer, J. C.; Brother La Rue, I. S.; Brother Gates, O. S.

"3 I" Division 118 has not been in existence very long, but she's a cracker-jack and has a prospect of bring a little ahead of any Division in Illinois, according to membership. As many as can turn out and go to Division having a general good time. Some Divisions have members that meet on the street and say, "well, what did you do to-day?" etc. That don't go here; you come into the Division room or else you will be as ignorant as ever. The only way to keep a Division booming is for no one to "forget it is meeting day," or "did not get up in time," or "had company," these are all old chestnuts.

Brother Gates has been on the top shelf since Dec 4, with inflammatory rheumatism, but if Old Sol will only show up soon he will be making the rounds with the rest of the boys.

Ask Brother Harper why he did not hang on to "Billie's" horns. He said he thought he never was going to land. He was very unruly when they sent him here and we didn't have time to get many of his pranks taken out before Brother Harper was promoted. Several candidates escaped quite luckily just ahead of him.

Streator, Ill.

H. B.

Editor Railway Conductor:

It has been a long time since THE CONDUCTOR has said anything about Memphis or Division 175. We held an election on December 22, and our annual installation December 31, '95, at No. 13 Hernando street, Brother T. M. Mitchell, of Lookout Division 148, being installing officer, and Brother J. H. Costello, of Division 290, acting as marshal, installing Brother E. T. Edmonds as our Chief Conductor; C. E. Cook, A. C. C.; E. E. Andrews, S. C.; Harry McDonald, J. C.; J. C. Perkins, I. S.; J. B. Stewart, O. S.; A. J. Hogan,

S. and T.; Brothers Jacoway, Learnard and Dickerson, as Finance Committee.

We had a very nice time at the expense of the Ladies' Auxiliary, who know what good things a railroad man wants, and had as fine a spread as was ever seen prepared for us. All seemed to be pleased with it and warm thanks were returned the ladies for their generous treatment. Credit is especially due Mrs. W. H. Sebring, Mrs. W. B. Learnard, Mrs. H. McDonald, Mrs. Cook, Mrs. Weddle Perkins, and others. After partaking of this delicious repast there were several raffles. Brother Cook won a fine parlor lamp, Brother Hogan a nice flower holder, and Brother Kirkland a handsome cake which he said he needed in his business.

Several of the Brothers laid off to attend our annual installation and some of our neighboring Brothers called in on us; amongst them Brother Kinnement and family, of Texarkana; Brother Marshall, of Springfield, Missouri; Brother T. M. Mitchell and family, of Lookout, and Brother Costello, of Wing Division. Brother T. D. Ruffin was not able to be with us, as he was just lately married and had not yet returned from his trip.

We missed a good many of our Brothers New Year's eve, and also at our meetings as they are run very hard in the south on account of rush of business in winter months, and are so tired when they get in as to lose all interest in meetings.

I see today Brother Jones, of our Division, was appointed yardmaster of the P. T. & A. Ry. here and came down from Cairo to accept the place. I would like to see all yardmaster's places filled by good O. R. C. members.

Memphis, Tenn.

A. J. H.

Editor Railway Conductor:

Because our Division has not been represented through the columns of THE CONDUCTOR for a long time it does not follow that we are not alive and trying to keep up with the procession. While we cannot boast of a large increase in the membership, yet we have held our own and have a small sum in the treasury to begin the year 1896 with.

Our wives, recognizing the fact that "union is strength," have organized an Auxiliary, meeting twice a month in Ortygia Hall, and, I understand, are doing very nicely. We have been anxiously waiting to receive an invitation from them to take the "Oh, Why?" degree. Why they don't invite us, we are at a loss to understand. We are preparing our worthy Brother Phipps for the ordeal and if he succeeds in passing through the fire safely, then the rest of us will go and do likewise.

Everything is quiet among the different roads centering here and all seem to be doing a prosperous business. The L. V. boys are being slowly reinstated one by one.

Brother Frasher, one of the old war horses of Delaware Division, is enjoying a much needed rest in and around Montrose, Pa. Brother Geo. Hummell is still on the invalid list.

We held our annual election of officers on Sunday afternoon, December 15, with the following results: W. C. Rowland, C. C.; Aaron Patterson, A. C. C.; Sam Phipps, S. and T.; E. B. Pittenger, S. C.; E. C. Miller, J. C.; Wm. W. Frasher, I. S.; Whitfield Barber, O. S.; L. Parker Titus, Chairman General Grievance Committee; L. Parker Titus, Wm. W. Frasher and A. Patterson, Trustees.

Considering the scattered condition of our membership we generally have a fair attendance, although we have, like other Divisions reporting the same state of affairs, members who are in town on meeting Sunday, but who never darken the door of the Division room unless they have a grievance.

We extend a cordial invitation to all visiting Brothers when in town to meet with us, and to the Brothers of Division 307 who lay over here Sunday we extend a cordial welcome.

May our Order have its share of success for the new year.

W. C. ROWLAND.

Phillipsburg, N. J.

Editor Railway Conductor:

The Brothers of Neversink Division No. 52 all assembled on Sunday, December 8, at the Delaware House, Port Jervis, and sat down to a banquet which did Proprietor Welch proud. It was a splendid dinner and it was a caution the way the good things disappeared. Arrangements had been made for about one hundred covers. Several Divisions informed us that delegations would attend, but only about ten visiting Brothers appeared.

All adjourned to B. of L. E. hall, where the annual election was held, resulting as follows: Edward Langley, C. C.; N. Youngerman, A. C. C.; Jacob Voorhis, J. C.; I. B. Cold, S. and T.; H. B. Shultz, S. C.; T. Jordan, I. S.; I. Carey, O. S. It is a fine set of officers and I hope the Brothers will encourage them by attending whenever possible to do so.

Just previous to the dinner Brother Ed Langley was called, and in a neat speech by Brother James Brazee, of Division 104, was given a beautiful present which arrived from Atlanta.

Brothers Maguire and Gordon, the Northern team of epicures, surprised everyone with their

enormous capacity. Brother Gordon's pockets even bulged out with dishes. He claims someone put them there. Wonder if they did?

Brother and Chief Conductor Langley was married on December 11 to Miss Sadie Peters of Port Jervis. A large number of guests were present. The conductors on the Eastern and Delaware Divisions of the old Erie presented him with a beautiful sideboard, and to say he was surprised would be putting it mildly. Long life and happiness to you and yours, Brother Ed

Brother Langley must have been born under a lucky star. A beautiful present from Atlanta, Ga., and elected Chief Conductor on Sunday—married on Wednesday. Quite enough glory for one week.

Let us hope the Brothers will lend their presence at our meetings. We have a batch of candidates, and it is hoped all will come out.

We received an informal invitation from Millard Division 104, of Middletown, for the first Sunday in February. I will not need to speak of the good times in store, as we have visited them several times before.

BISMARCK.

Port Jervis, N. Y.

Editor Railway Conductor:

Concord Division is prospering nicely and commences the new year with an interested membership of thirty-three. Our new corps of officers, with Brother D. W. Chandler as Chief Conductor, were duly installed on December 15, last, and we feel confident they will continue the good work so well begun by their predecessors.

Business is fairly good on the B. & M. and we trust it will continue. Our sympathies are all with Brother Collins, who has not only been having some trouble with his train, through no fault of his so far as I can learn, but has been afflicted with sickness in his family. We all hope he will be with us again soon. There is some talk of starting a railroad Y. M. C. A. here, and the movement has our best wishes. May the new year be a prosperous one for all the O. R. C.

Concord, N. H.

C. F. CLOSSON.

Editor Railway Conductor:

Since you last heard from us Division 24 has been moving along nicely and we have reason to hope that the coming year will bring us better things than the past. We have been moving quietly but steadily forward in the direction of better pay. Our committees have done excellent work and have been re-elected to continue it; our members have been making a splendid showing both as men and conductors, and have earned the respect of the officers and we are confident those

officers appreciate that our labors and responsibilities entitle us to an increase. We are especially proud of the record of the O. R. C. men in this section, and we have only to continue in that good work, showing the management that membership makes better men and better employees, to receive all that is our due. Most of the good material in this section has been taken, but there are a few good men still on the outside whom we hope to get in the near future.

On November 21 we gave a dance for the benefit of the needy, which was a most encouraging success. Over five hundred of the best people in the place attended and all spoke so highly of their entertainment that the boys cannot but feel elated by the result of their efforts. The ladies of the Auxiliary helped materially in securing the success of our dance and also cleared a nice little sum by means of their elegant supper. The past year has been an encouraging one to us, as we not only helped a number of deserving Brothers and their widows and orphans, but banked a creditable sum for future emergencies.

Our election has passed and gone and the new officers have assumed charge of affairs. Brother Fitzgerald is C. C. and Brother White, A. C. C., and they, with the help of the other officers and the members, will make '96 our banner year. Let us all support them with our presence whenever possible. Come and kick all you please in the Division room, so long as you keep quiet about Division business on the outside.

St. Albans, Vt.

SERRES.

Editor Railway Conductor:

Now that the new year has fairly set in, we are taken back to a year ago, and passing over the year 1895, while we can see many things that have caused a sadness at times to steal over us, we can still see many things to have caused us to rejoice. A great many of our Brothers who have undoubtedly passed through the severest trials they have ever been called upon to endure, have reason upon this New Year's day to rejoice at the wonderful pick up in the business on the many lines of railroad in this country, which gives them an opportunity to earn a respectable living for themselves and their families. The Order in general has prospered during the year 1895. Division 55 has been called upon several times to mourn at the death of a Brother, and in some instances has been called upon to render assistance. We cannot but be thankful, however, that we are in a condition to give assistance when it was needed.

We start out with the new year with a set of of-

ficers, headed by Brother Sanford as Chief Conductor, that we may well be proud of, and with the assistance that the Brothers on the side can give them, I predict a very successful year for Division 55. We miss from the several different railroads some of the old familiar faces that we have been accustomed to meet for a number of years, both as conductors and officers.

Our good and well tried Brother J. W. Dolby, who was with us on the Missouri Pacific so many years, and who had the respect and love of every member in the service under him, has gone from among us into other fields of labor. Kansas City's loss will be Denver's gain in the case of Brother Dolby. The boys on the Wabash have been called upon to shake hands and bid adieu to one of the biggest hearted, most whole-souled men that has ever written an order or issued a bulletin. Sup't F. H. McGuigan has not only gone from our city but from our country, and while the boys on the Wabash will greatly miss him, he will carry with him their earnest prayer for success in his new field of labor. To our Brothers on the G. T., I want to say, that the loss to the boys on the Wabash will be to you a great gain.

J. C. Henesey, Sup't of the terminals for the Missouri Pacific has resigned, intending to quit railway service and take up other business. He is succeeded by J. D. Moore. We have not met Mr. Moore as yet, but will predict for him a pleasant and agreeable acquaintance with the many conductors running into Kansas City on the Missouri Pacific. They will undoubtedly do all they can to make his stay among them pleasant and profitable. Business in our section of the country is generally good, and a good prospect for a still larger increase.

We hope that our Brothers in all sections of the country are as happily situated as the greater portion of the conductors are in this section, and that our Grand Officers and Brothers in general may have a happy and prosperous New Year.

Kansas City, Mo.

W. WELSH.

Editor Railway Conductor:

In looking over my "resolves" for the new year, I find one which reads, "Resolved, that I will let the readers of THE CONDUCTOR hear from Magnolia Division every month." The boys in holding their election forgot to elect a correspondent, so if they are not satisfied with my efforts as such, they have no cause for complaint, and it will be a punishment for their neglect. I was out of town election night, so no blame can be attached to me. Apropos of the election, No. 18

elected the following Brothers to guide their good ship clear of all breakers for this year:

H. W. Smith, C. C.; E. Humphries, A. C. C.; R. E. Kilpatrick, S. and T.; R. B. Kilpatrick, S. C.; R. B. Haynes, S. C.; C. S. Shephard, J. C.; P. H. Carrol, I. S.; S. L. Franklin, O. S.; Trustees for Division, F. Campbell, C. S. Shephard, and R. B. Haynes; Local Grievance Committee, W. E. Jefferson, Asa Wilder, and H. W. Smith.

The Division is in a flourishing condition, and the members all have the good of the Order at heart, and never forget our "motto" or principles, and that is the reason of our success. Our annual ball takes places the 21st inst., and I will make a full report of same in my next, (if spared.) The committees on same are all energetic workers, and I do not for a moment doubt, but that our ball will be as it always has been heretofore, "the event of the season." Our wives have consented to manage the banquet, so it goes without saying, that the refreshment part of the program is bound to be a success. To our Brothers that are far distant from us I will say, that though absent they are not forgotten, and our only regret is, that every member of Division 18 cannot be present at the festive board. I was very much pleased to read Mr. Coffin's letter in the last CONDUCTOR, and I heartily agree with him when he says that every Division ought to help support the Home. As far as No. 18 is concerned, will say we have a contribution box made and placed on the altar every meeting night, so that all contributions from our Division to the Home are given with a free will and from the heart. Although not much of an amount, still it is given in a charitable spirit, and with well wishes for the success of the Home.

May all the Grand Officers and every member of the Order have a happy and prosperous new year.

Temple, Tex.

X. Y. Z.

Editor Railway Conductor:

It is with conflicting emotions of regret and pride that I assume the task of informing you of the recent joint installation ceremonies held by Toledo Division No. 26, and Banner Division No. 6, L. A. to O. R. C., Friday evening, December 27, last, in Odd Fellows hall, Toledo, O. The affair was placed in the hands of a joint committee from Division 26 and Division 6, composed of Brothers John Talty, M. A. Loop, Jas. McMillan, and Sisters Talty, Loop, and McMillan, and you can gamble that when any event is placed in the hands of such a committee of arrangements, it is an assured success. The expected evening

arrived, and the hall was filled to overflowing with conductors and their wives, sweethearts, sisters, cousins, aunts, and invited guests. The hall was beautifully decorated with potted plants, etc. Music was furnished by the best talent in town, and the dining hall was under the supervision of our best caterers.

The first order of business was the installation of the officers elect of Banner Division, by the Grand President, Mrs. Moore. The following, were the favored ones:

President, Mrs. John Talty; Vice-President, Mrs. F. W. McIntyre; Sen. S., Mrs. E. W. Fitch; Jun. S., Mrs. C. C. Woodward; Guard, Mrs. John Arnold; Sec. and Treas., Mrs. H. Carens; Corresponding Sec., Mrs. E. W. Purrett; Chairman Executive Committee, Mrs. J. Powers. After which the following officers of Toledo No. 26 were installed by Past Chief Conductor, Jas. McMillan: L. Nolt, Jr., C. C.; H. C. Hatcher, A. C. C.; H. O. Wright S. and T.; Andrew Foster, S. C.; C. A. H. Pierson, J. C.; M. Bork, I. S.; B. O. Smith, O. S.; Division Committee, Chas. R. Lee, H. C. Hatcher, and A. E. Kline.

After the installation ceremonies were over, the floor was cleared for dancing and supper was announced in the dining hall. Here is where I will explain my regrets. I noticed that almost everybody coming from the dining room was full, yes sir, actually full. I was shocked, surprised, dumbfounded, until I was prevailed upon by some of the Sisters to go and see for myself. Upon entering I saw at a glance why this was so. The tables were literally groaning with everything good and palatable, and the writer followed in the footsteps of his predecessors and got full, too. Talk about having a good time, that's no name for it. We always have a good time whenever we have the auxilliary to help us.

Banner Division is truly the *Banner* Division of all. Dancing was indulged in by the old and young alike, until the wee-sma hours, when we separated, all feeling that it was good to be there.

Toledo, O.

TOLEDO.

Editor Railway Conductor.

I have watched in vain to hear from Division 241 through *THE CONDUCTOR*, but "it cometh not." We are progressing at present and hope it may continue. The boys are having all they can do just now. The I. M. & S. always was a good business road. We have twenty-two chain gang crews, and three regular Belmont crews, with Brothers A. Robertson, W. C. Cain, and Grand Pa Sykes as masters of this run. We have six regular crews out of St. Louis to Poplar Bluffs,

with Brothers J. J. Wilson, G. W. Myers, and Pearl Nickell on one run, and Brothers F. A. Gragg, H. D. Hartell, and Ed Frazier as the boys that know how to handle the manifest and stock. Brothers Ed Gragg, E. Kimmons, L. Brannon, and Billy Cause do the business between DeSoto and St. Louis, on the short run, with eight local crews on the several runs, making up the forty-four crews that manipulate the Missouri Division of the I. M. & S. Brothers W. C. Turner and Chas. Butt are on the Cairo branch, Polk Elkins and Wm. Lynch on the Belmont branch, and Thos. Maguire, Geo. Beard, E. L. Johnson and Jo. Collier on the main line.

Division 241 had the misfortune to lose one of its best members by the death of Brother C. E. Bland.

The boys need a shaking up in regard to attending meetings. Our worthy Secretary, and genial yard-master at this point, Brother W. L. Pierce, had a very neat little pamphlet printed and distributed among the Brothers, giving them the dates of each meeting. Brothers, it would be well to have them framed, so you won't forget the date of meeting. We have four Brothers braking on this Division, with perhaps better prospects ahead. They are G. C. Clanton, Lou Crandall, Jim Muir, and Clark.

DeSoto, Mo.

OLD SOCKS.

Editor Railway Conductor:

At a regular meeting of Waseca Division No. 90, held Sunday, Dec. 22, 1895, the following officers were elected for 1896:

M. J. Hanson, C. C.; V. E. Linsley, A. C. C.; E. S. Gunn, S. and T.; J. S. Price, S. C.; R. J. Mann, J. C.; W. H. Kinzie, I. S.; J. G. Uischer, O. S.; E. S. Gunn, Cipher Correspondent.

Business on the W. & St. P. has been quite good up to the present. We have had considerable stock this fall and a goodly supply of wheat. But present indications are that the business is on the wane, and we expect to have crews pulled off in the near future.

We hoped to have a good crop of snow this winter, but have had very little of the "beautiful" thus far. Of course winter is not over and we may get some work for the Rotary to do yet. We all hope so.

Before this is printed and read by the readers of *THE CONDUCTOR*, the year 1895 will be a thing of the past and a matter of history. There is no one of us, but can look back on the year just coming to a close, and see where he could have done better. So many things rush in upon our memories at this time of the year. And I think it is a good thing for us all to stop at least once a year

and turn our thoughts back and examine ourselves, and call up our past conduct. It helps us to see the mistakes we have made, and by so doing, we can avoid some of these same mistakes in the future.

We have passed through some very trying times in the past year. By the word "we," I mean the working people of this country. It has taken a great deal of courage and fortitude to keep up and be brave, and manfully face all the hard things placed before us to meet. But thanks to the persistent efforts of the leaders of the people, the masses are beginning to see where they stand, and to see that the only hope of bettering their condition is to exercise the power given to even the poorest of men, the ballot. And education is doing a good work also. The outlook is rather gloomy at times, but there is always a "silver lining to every cloud." This season of the year should bring some comfort to the laboring people, for in a day or two we will celebrate the birth of Him who was the best friend the laboring man has ever had or ever will have. He knew what it was to labor, for He was a carpenter. He knew what it was to be poor and homeless, for the history of His life tells us that, "The foxes have holes, and the birds of the air have nests, but the son of man hath not where to lay his head." His was a beautiful life. A life of kind deeds and actions of love. He was a wonderful man. He must have been, for all people who have heard of Him celebrate with joy His birthday. May we all try to make our life full of kindness and love as His life was.

And in our joy of the Christmas time, let us remember the boys who have been unfortunate and are being cared for by the Home for Disabled and Aged, R. R. Men, in Chicago. As a member of the Board of Managers of the Home, I am interested in its welfare, and urge all the Brothers to help the Home all they can. Don't forget its needs, or to make a donation to it from the Division if possible.

Please accept the usual holiday greetings, and a wish for a prosperous new year to all.

Waseca, Minn.

E. S. G.

Editor Railway Conductor:

I will begin my efforts in behalf of Palmetto Division 208 by wishing every member of the Order a happy new year, and I sincerely hope every Brother will work to make it a prosperous one for the Order. Brothers, attend Division meetings more regularly and help to make them more interesting and profitable. It is discouraging to the Brothers who do attend, to find only enough members present to open a meeting, and

no one to do the kicking—until the next day when you meet the Brothers who were not there and tell them what was done, and then they can kick hard enough. Likely as not they want the Grievance Committee to go to the officials of the road on which they are employed and kick a little for them. While the attendance at our meetings is not as large as it ought to be, we still have to exercise our goat occasionally, and he generally makes it interesting for the new conductor on his first trip. It is a pity there is not a good sized "Billy" behind some of our members on meeting days to assist them in the direction of the hall.

While business is not very brisk on the S. C. & G. Ry. at present, the boys are all looking for better times in the near future.

The firemen on our road have organized a lodge of the B. of L. F. here, and Lodge 251 of the B. of R. T. is in a very prosperous condition, and I would like to see them all federated, for I believe "in union there is strength." Best wishes for all the Order.

Charleston, S. C.

W. A. B.

Editor Railway Conductor:

On December 16th last my wife and myself left the busy city of Argentine and the state of Kansas, and after two days travel by rail arrived in this hilly town of Grafton. After an absence of thirteen years you may be sure we found many changes. But as this is the place of our nativity, we were met most cordially by every one. I met many of my old associates of the rail who are working on the Third Division of the B. & O. where I put in nine years of my early manhood, most of them having grown grey haired in the service. I also visited Division 190, O. R. C., and was met by the right hand of fellowship. I find them with a membership of seventy and everything working most harmoniously. I also went over the Third Division to Cumberland and visited Division 263, where I found A. G. C. Conductor Wilkins who for two hours instructed the Brothers by words of wisdom and advice. After the lecture we were stormed by the members of the Ladies Auxillary who came laden with a repast of cake, ice cream and lemonade, and in the words of the Irish philosopher, "God bless them, may their shadows never grow less." You may be sure we did justice to these refreshments. Here as in Grafton I found all the Brothers of 263 most cordial, and can only say to them through these columns that should any of these Brothers ever visit the great west in the vicinity of Argentine or Kansas City we will try to return the compliment, and right here before closing I wish to extend my sincere thanks to the Brothers

whom I met between Chicago and Grafton for their friendly reception and the many courtesies extended. I believe the members of Division 190 have a grand ball on foot to take place on February 14th. I have an invitation to attend, but can not, as I have been visiting over three weeks and I must return to the great Santa Fe and once more don the harness of duty. Success to THE CONDUCTOR, and all our Brothers.

Grafton, W. Va.

M. T. ROONEY.

Editor Railway Conductor:

At the last regular meeting of Independent Division No. 374, held Sunday, December, 15, the following officers were elected for 1896:

F. M. Collier, C. C.; J. Hinman, A. C. C.; J. T. Walsh, S. and T.; John Hanahan, S. C.; A. C. Smith, J. C.; E. P. Wilmat, I. S.; R. Dickson, O. S.

All are well pleased with these gentlemen as officers, and hope the Division will prosper under their direction. Our Division was organized May 21st, with thirteen members, and at the close of the year we have thirty eight, with eight applications for our next meeting.

We would be pleased to have any of the Brothers call on us.

Elmira, N. Y.

MY FIRST.

Editor Railway Conductor:

This is the first typewriter ever brought into the Bradshaw Mountains, and its advent is certainly another step out of the half-civilized condition of the surrounding country.

The inhabitants heretofore opposed the advent of any labor-saving instrument. They had the clumsy arrastra, but they opposed the coming of the mill and amalgamating processes. They had log cabins—more holey than righteous—but they were reluctant to accept the frame and brick house. They had their gopher hole mines, but they envied every person or company that tried to work mines on a different scale.

They had bacon, or sow belly, as they are contrary enough to term it, still, they jeered those who ate fresh meat, called them dudes, aristocrats, and what not?

They had bread, good in its way, (weigh), with which a child could knock down the swiftest steer that ever ran left-handed, unbranded, through the wilds and jungles of that ever abused western territory, Arizona

Black coffee, the daily beverage of every good and loyal Hassayamper, would, without any doubt whatever, make an early coffin (coffeein) for men

with still stronger constitutions than they possess.

They all have something in the wind (whiskers), ever unkept, unshorn, untrimmed. Shave they did not—shave they dare not. If they should go back into civilization, some circus manager would capture them and advertise them as the wild and wooly man, captured in the wilds of far-off, phantom Arizona.

Their sweathearts, now double sweet eighteen or thrible, perhaps, ask for their photos., but photographers will not allow their instruments to undergo the awful strain to which they would be surely subjected, so the lovely maiden has to remember her lover as the fair-faced boy that left his home, his sweetheart, his all to come to Arizona, to dig his fortune from its golden mountains.

They have musical company—a cat—perhaps a dog. Outside of this they wish no other company or amusement. If, by chance, they do have other, it is generally a bore. Long years ago, the stories told by the fellows of his own curious type have become chestnuts and they know full well where the laugh comes in.

The solitude, the bacon, the unshorn beard, the black coffee, the weighty bread, the faint remembrances of their sweathearts, the excellent company, is fast making insane asylums for them, and one by one, as a consequence of this kind of living, they are surely, though slowly floating down that river which empties into that waveless sea where life is rest.

Reliable, Arizona.

FRANK G.

Editor Railway Conductor:

Steuben Division No. 225 steps out upon the promises of the New Year with a satisfied feeling that the year just past has been a profitable one, as well as a successful one, for it. We have enjoyed a splendid business during the year just closed.

The N. Y. L. E. & W. has passed out of the hands of a receiver and is now known as the Erie Railroad Company. With so bright a prospect before us for the future we are satisfied. While Division 225 has not had a revival it has been making safe running time. Her road-bed of perpetual friendship and her shining track of brotherly love and her efficient set of officers enables her to keep on time. We still retain Brother B. F. Collins as C. C., Brother A. Depue as A. C. C. and Brother W. E. Curtiss as S. and T.; our time of meeting has been changed from Tuesday evening to the afternoon of the same day. Our attendance is better since the change, but there is still a chance for increasing it.

Please accept this as an introduction and I will endeavor to keep 225 to the front in the future.

Hornellsville, N. Y.

C. N. W.

Editor Railway Conductor:

Connellsville Division No. 357 was organized August 25, 1893, with a membership of eighteen. We have suspended three, initiated eight, and have now twenty-three members in good standing and four applications in the hands of the committee. On last Tuesday evening we held a special meeting, called for the purpose of receiving our Assistant Grand Chief, Brother Wilkins. We were all greatly pleased with his interesting and instructive remarks. I wish that Brother Wilkins would visit some of our Brothers who do not attend Division meetings. We have several Brothers who claim they cannot attend day meetings without losing time. Now, Brothers, we are awaiting your excuse for the last two special meetings, as they were both night meetings.

Our Division has been at a great expense lately, but as the money was used for a good cause we have no room to complain. We gained our case, had our Brother paid for lost time, and therefore consider it well spent. At a ball given by our Division Christmas night we cleared over two hundred dollars, and our thanks are due Miss

Edith Hyatt and Miss Nevada Yates for the same. Miss Hyatt took first prize in the contest for a gold watch, and Brother John Walsh, of Cumberland Division, was awarded a silver lantern. Brother Fletcher, the other contestant, turned in quite a nice sum, and was surprised when Mr. Yard, who made the presentation speeches, called him up and presented him with a lantern that Brother Critchfield had had hanging in his cellar for five years. Let us try to make the present year more of a success for our Division than the past has been. It all rests with the members. Your presence is wanted at every meeting. Do not send your dues but come with them, as our Secretary positively refuses to receive any dues outside the Division room, and only from those for whom they are intended. If you are sick and cannot come, we will come and see you, but if you are not sick come and see us.

As this is the first time our Division has been represented in THE CONDUCTOR, and I am afraid our Correspondent will be offended at my assumption of his official duty, I will say no more this time, but if our attendance is not increased I will send you the names of those who do not attend, and ask you to invite them through THE CONDUCTOR.

Connellsville, Pa.

COND. 357.

WHEN THE NEW YEAR COMES.

When January breezes blow,

The New Year comes across the snow,

So pure and young, so straight and slender,
His eyes alight, his cheeks aglow;

And round him, shifting to and fro,

The whitened world of drifted splendor.

Within the yard the children play,

Attacking in a cruel way

A tall snow man, who stares about him,

And, smiling coldly, seems to say

No icy cannonading may

Suffice ingloriously to rout him.

The frozen pond is smooth and wide;

The skaters swing from side to side,

And little boys, pursuing after,

Arrayed in furs and filled with pride,

Upon the glassy surface slide,

And fall in heaps with shouts of laughter.

Within the house the fire glows,

And ruddy apples, ranged in rows

Before the blaze, are blithely peeling.

The sun to bed discreetly goes,

And then the doors of daylight close,

And clear and cold the night comes stealing.

—Guy Wetmore Carryl in the January *St. Nicholas*.



Fraternal Beneficial Orders—Purposes—Construction of Statute.

1. Where the law of 1891 authorizing corporations formed under the corporation act of 1874, for the maintenance of a society for beneficial or protective purposes to its members from funds collected there "to pay and enter into contracts to pay each member thereof money or benefits not exceeding \$—— in the event of death," and providing that it did not apply to fraternal or benevolent societies with a lodge system, or to insurance or relief associations for the exclusive benefit of employees of corporations, but only to companies employing agents "and doing a general public insurance business," applies to a society organized for beneficial or protective purposes whose membership is made up of persons in good health, between the ages of two and sixty years' and which issues through agents, "death benefit certificates" of an amount not exceeding \$250.

Commonwealth vs. Keystone Benefit Association, Pa. S. C., October 30, 1895. *Note:* The real purpose of the act was to take certain insurance business out of the control of the insurance department while the body of the act affirmatively grants to certain corporations the power to make contracts with their members to pay money or benefits in the contingencies of sickness, accident, disability, or death, is no ground upon which to question its validity, where the legislative object, as shown by the body of the act, is fully expressed in its title.

1. *Beneficiary—Right of Insured to Change.*

The interest of a beneficiary in a benevolent association is not vested before the death of the member, but is a mere expectancy, which may be changed at any time by such member.

2. *Presumption.*

In the absence of a showing to the contrary it will be presumed that a member of a benevolent association has power to change the beneficiary named in his certificate.

3. *Declaration—Evidence.*

In an action on a certificate in a benevolent association, evidence of declarations by the member as to the truth of statement made in application for membership are admissible against the beneficiary.

4. *Representations.*

The answers to questions in an application for membership in a benevolent society are merely representations, and if untrue affect the rights of the applicant in so far only as he knew them to be untrue when he made the application.

5. *Agreement of Materiality.*

Where the application, signed by both parties, provided that the answers to all questions should be considered material, it was error, in the trial court to refuse to charge that such answers were material.

Thomas vs. Grand Lodge, etc., I. O. U. W., Wash. S. C., Oct. 24, 1895.

1. *Misrepresentation as to Age—Statute—Conflicts.*

Where laws of Iowa (chap 55) provide that when there is a misstatement as to the age of the insured in application for insurance, the insurance society may collect the difference of assessment, but no other defense shall be permitted.

Held, That in a suit on an insurance contract made in another state, in the absence of evidence to the contrary it will be presumed that the laws of said state are the same as said statute, and therefore such misrepresentation will not avoid the policy.

2. *Contract—Change of By-Law—Effect.*

Where a certificate provided that insured may, within fifteen days after his assessment becomes due and unpaid, be reinstated by the payment of the assessment and a fine, the association cannot alter the contract by the subsequent adoption of a law providing for such reinstatement on conditions that insured was then in good health.

3. *Reinstatement—Misrepresentation as to Health*

A certificate for reinstatement reciting that insured is in good health is not such a misrepresentation as will avoid the certificate, though insured at the time had a cold, and died a few weeks later of cancer, the exact nature of the latter disease not being discovered until just before death.

Seiverts vs. National Benefit Association of Minneapolis, Iowa S. C., Nov. 2, 1895.

1. *Fraternal Association—Payment of Assessments by Creditor—Right to Proceeds of Certificate.*

Payment of assessments on a benefit certificate by a beneficiary who is merely a creditor of the insured will not entitle him to recover on the certificate.

2. *New Contract—Evidence.*

In an action by the beneficiary, a creditor of insured, on a benefit certificate issued when the designation of a mere creditor as beneficiary was unauthorized by statute, it appeared that the insured had repeatedly forfeited his membership, and was reinstated on plaintiff's payment thereof. It was also shown that after the passage of laws permitting such designation, but not validating certificates issued prior to their passage, defendant's soliciting agent told plaintiff that the certificate would be ample security for his claims against insured. There was also evidence that defendant's secretary pinned a memorandum to the certificate, reciting that plaintiff ought to be protected, and that the certificate should not be assigned without his consent. When the last overdue assessment was paid, the insured furnished the company a health certificate, reciting that his membership certificate had lapsed, that he desired to renew the same, and that his representations in the "original application" were true, and still applicable. The old certificate was not surrendered and no new certificate was issued.

Held, that the evidence failed to show a new contract, as distinguished from a waiver of forfeiture and a reinstatement under the old contract.

Clark vs. Schwartzberg etc. Association, Mass. S. J. C., Nov. 8, 1895.

Train Service—Carrier—Pushing Passenger From Train—Contributory Negligence—Ticket—Evidence.

1. Where a person gets on a moving train, his negligence in so doing does not contribute to his

death, caused by his being pushed therefrom by an employe of the company.

2. A carrier's liability for injury to a person, who, having a ticket, safely boards its moving train, is the same as its liability to any passenger.

3. In an action against a carrier for the death of a person pushed by its employe from its train, evidence that he had a railroad ticket, entitling him on its face, to ride on the train, is admissible, without evidence, that it was purchased or owned by him, or that he boarded the train pursuant to it.

Sharar vs. Paxson & Philadelphia & Reading R'y Co., Penna. S. C., Oct. 7, 1895.

Carrier and Passenger—Contributory Negligence.

1. One getting on the wrong train through the company's negligence, cannot hold it liable because he is injured in getting off while in motion.

2. One injured by jumping from a train cannot hold the company liable, because he was told by an official that it was going so slowly that he could jump from it.

3. Contributory negligence of one jumping from a train while in motion will relieve the carrier.

Rothstein vs. Penna. R'y Co., Pa. S. C., Nov. 9, 1895.

Master and Servant—Company's Liability for Servant's Tort.

Where a party, while calling to receive his baggage, was shot by the depot agent of a railway company on account of abusive language used by him to the agent.

Held, That a finding by the jury that the agent was acting in the line of his duty, so as to render the company liable for defendant's death, will not be disturbed.

Daniel vs. Petersburg, etc., Ry. Co., N. C. S. C., Dec. 11, 1895.

1. *Negligent Conductor.*

A conductor, in running his train into the depot yard, at night, without a headlight, or without sending a flagman to see if the track is clear, is negligent.

2. *Superior Servants.*

Both the conductor and engineer of a train are the "superiors" of a brakeman on the same train, so as to render the company liable for injuries to the brakeman caused by the negligence of the conductor or engineer.

Crisswell vs. Montana Cent. Ry. Co., Mont. S. C., Dec. 4, 1895.



The *Typographical Journal* is to be congratulated upon the decided improvement made in its appearance by the change to magazine form with the first of the year. It continues to be filled with matters of interest and value, not only to the Union, but to all organized labor, and is an ever welcome visitor to the exchange table.

The general agitation of the labor unions against the class of private watchmen known as "Pinkerton men" has conquered public opinion in South Carolina so completely as to have placed the following section in the new constitution:

No armed police force or representatives of a detective agency shall ever be brought into this state for the suppression of domestic violence, nor shall any other armed or unarmed body of men be brought in for that purpose except upon the application of the General Assembly or of the executive of this state when the General Assembly is not in session, as provided in the constitution of the United States.—*Albert Shaw, in the January Review of Reviews.*

We may say, then, that the invention of a successful air-ship will cause an entire revolution in the art of war, more stupendous than that caused by any invention since that of gunpowder, and even surpassing that, since it only increased the distance between the lines of the combatants, while the principles of attack and defence, strategy and supply, remained unchanged, or were only slowly modified. A flying machine, however, will nullify strategy, make vital changes in the principles of attack and defence, diminish the importance of navies and sea coast fortifications, and by bringing the theatre of operations to the doors of palaces and legislatures, render speedy settlement of national grievances imperative.—*Lieut. J. K. Cree, U. S. A., in North American Review for January.*

No one ever thought of introducing so expensive a feature as lithographic color work in the days when the leading magazines sold for \$4.00 a year and 35 cents a copy. But times change, and the magazines change with them. It has remained for *The Cosmopolitan*, sold at one dollar a year, to put in an extensive lithographic

plant capable of printing 320,000 pages per day (one color). The January issue presents as a frontispiece, a water color drawing by Eric Pape, illustrating the last story of Robert Louis Stevenson, which has probably never been excelled, even in the pages of the finest dollar French periodicals. The cover of *The Cosmopolitan* is also changed, a drawing of page length by the famous Paris artist, Rossi, in lithographic colors on white paper takes the place of the manilla back with its red stripe. Hereafter the cover is to be a fresh surprise each month.

There are two great contending forces in society seeking to fix the mental process of the youthful mind, the one old and reactionary, the other modern and progressive. The one fetters the mind by commanding and binding its thought—teaching the child what we think; the other seeks, by the development of the mental faculties, to teach the child how to think, leaving the cultivated mind unfettered as the winds and boundless as the universe itself. This is the force which should control the public school. Let the public school teach the child how to think, and its proper function will be accomplished. How best to do this, those skilled in the training of the youthful mind must decide, though it seems to me that the coeducation of the hand, eye, ear and brain, as illustrated by the kindergarten and mutual training systems, is the effective method.—*Thomas J. Morgan, as quoted in January Arena*

We have heard much, especially of late, of the diverting of public treasure to private gain, by Chinese officials of all ranks, and the pitiable evidence of it in the failure of the Chinese army and navy to be ready for the inevitable struggle with Japan, is too recent and convincing to be disputed; but on the other hand, we can only wonder at the power of this law of responsibility which, in such a land, enables the remotest province to transport its dues to Peking in solid silver, by the simplest means, without loss by the way, and without the protection of a single soldier. Nothing impresses one more with the absoluteness of this power as applied to transportation than to meet a line of

pack-mules, horses, or camels, loaded with silver bullion. The silver is usually confined in rough logs of wood that have been split, hollowed out, and then bound together, and each load is marked with a little flag of imperial yellow, stating the amount and destination. That is all the protection there is, except the ordinary drivers who carry no weapons, and are attended by no guard. In what other land on the face of the globe could the same be done—*Prof. C. M. Cady, in the January Century.*

"In and out of lovely wooded nooks and corners, the track dodges here and there, until at last it runs out upon a fine sweep of rolling moorland, amid scenery which a Britisher, dropped from the skies, might at once pronounce to be Scotch. Heather and bilberry make up the principal undergrowth—on entering which I soon walked into a fine covey of quail. On this road one forms an intimate acquaintance with the local wind-mill—a quaint little structure with six triangular canvas sails, patched and re-patched until they resembled nothing in life so much as the nether garments of their owner.

"He sits perched in a little crib behind, like the driver of a hansom cab, and scans the country, cigarette in mouth, while his venerable bit of machinery jolts and clatters through its work, dribbling out corn-meal at a pace in conformity with most other Portuguese transactions. Occasionally the vegetation of the hedge row is varied by a cluster of the gorgeous sky-blue hydrangea, picked out here and there with a knot of pink belladonna lilies. Frequently there is a pleasing attempt at floriculture by the cottagers; and I have noted the wild fuchsia, cock's-comb, chrysanthemum, hollyhock, heliotrope and roses, luxuriating here at a thousand feet above sea-level."—*Outing for January.*

It was a common happening in the *News* office, while Mr. Field still did his work there, for some ragged, unwashed, woe begone creature, too much abashed to take the elevator, to come toiling up the stairs and down the long passage into one of the editorial rooms, where he would blurt out fearfully, sometimes half defiantly, but always as if confident in the power of the name he spoke: "Is 'Gene Field here?" Sometimes an overzealous office-boy would try to drive one of these poor fellows away, and woe to the boy if Field found it out. "I knew 'Gene Field in Denver," or, I worked with Field on the 'Kansas City Times,'" these were sufficient pass-words, and never failed to call forth the cheery voice from Field's room:

"That's all right, show him in here; he's a friend of mine." And then, after a grip of the hand and some talk over former experiences—which Field may or may not have remembered, but always pretended to—the inevitable half dollar or dollar was forthcoming, and another unfortunate went out into the world blessing the name of a man, who, whether he was orthodox or not in his religious views, always acted up to the principle that it is more blessed to give than to receive.—*Cleveland Moffett, in McClure's Magazine for January.*

I had to go down to Apia five or six different times, and each time there were a hundred Black Boys to say "Good morning" to. This was rather a tedious business, and, as very few of them answered at all, and those that did, only with a grunt like a pig's, it was several times in my mind to give up this piece of politeness. The last time I went down, I was almost decided; but when I came to the first pair of Black Boys and saw them looking so comic and so melancholy, I began the business over again. This time I thought more of them seemed to answer, and when I got down to the tail end where the carts were running, I received a very pleasant surprise, for one of the boys, who was pushing at the back of a cart, lifted up his head, and called out to me in wonderfully good English, "You good man—always say good morning." It was sad to think that these poor creatures should think so much of so small a piece of civility, and strange that (thinking so) they should be so dull as not to return it.—*Robert Louis Stevenson in the January St. Nicholas.*

As time goes on its influence will grow with the growth of the accumulating treasure it contains. Here, at least, is a public library where the eye may share its pleasure with the mind, and our popular taste may gain that impulse in the right direction for which, with us, the opportunity is still far too meagre. We have had no Medici to adorn our streets, and often our public buildings have been the deplorable issues of inexperience and political scheming. Now, for once, we have an enduring monument, worthy of our material prosperity and progress. Turning away we linger and look back at the long inscription of its northern facade—The commonwealth requires the education of the people as the safeguard of order and liberty—and we are profoundly grateful to the commonwealth which has justified itself so nobly that all the world may learn from it a useful lesson.—*"The New Building of the Boston Public Library," in the January Scribner's.*

Will Brother M. L. Shell, or anyone knowing of his whereabouts, please communicate with the Secretary of Division 118.

Brother J. T. Richardson, Secretary of Division 305, would be pleased to hear from Brother Clint Thomas, at his earliest convenience.

If Wesley Bullock, at one time a member of the Order, or anyone knowing his present address will write to Brother S. F. Moore, 44 East Locust St., Newark, Ohio, he will learn of something to his financial advantage.

Anyone knowing the present address of Walt Williams, for years an engineer on the B. C. R. & N. road, but in Chicago when last heard from, will confer a favor by sending the same to Brother F. D. Tuttle, Cedar Rapids, Iowa.

The Secretary of Division 220 desires the address of Brothers R. C. Hoops, G. W. Dwinell, John Mc Carty, N. H. Moose, and Geo. T. Royer. If they will open up a correspondence with him at once it will be to their advantage.

Any information regarding the location of Ed. Francis, who for many years prior to '91, ran a train between Pocatello, Idaho, and Huntington, Oregon, will be thankfully received by N. Francis, 305 Yesler Avenue, Seattle, Wash.

If any of our members in his neighborhood need anything in his line they will do well to call on Brother C. W. Douglas, of Division 8, who has established a commercial printing establishment at 325 West Fayette street, Syracuse, N. Y.

A fraud, claiming the name of Cole, and also claiming to be a member of Division 370, at Providence, R. I., and presenting receipts for dues, purporting to come from that Division, which are evidently counterfeit, lately turned up in Grand Rapids, Mich. He is not a member, and not entitled to any recognition as such. We have taken a great deal of pains to prevent the possibility of again counterfeiting our Division

cards, and would warn members against being imposed upon by any holders of old cards or receipts for dues, even though the latter apparently bear the seal of some Division.

A recent issue of the San Antonio, Texas, *Express*, gives the following brief notice of the marriage of Brother Geo C. Swank, a well known and highly respected member of Division 76: "Geo. C. Swank, a prominent railroad man of Durango, Mex., was married yesterday afternoon to Miss Vivian Le Tulle, of Durango. The marriage took place in the parlor of the Maverick." This will be good news to the many friends of Brother Swank, all of whom will wish for him and his charming bride a long life full of happiness and prosperity.

We wish to acknowledge the receipt of invitations to attend the third annual ball and banquet, to be given by Yellowstone Division No. 191, on the 24th inst., the ninth annual ball of Toronto Division No. 17 on the same date; the second annual ball and banquet of Magnolia Division No. 18 on the evening of the 21st inst.; the eighth annual reception of Neptune Division No. 169 on the evening of the 14th inst., and the first annual ball given by Charity Division No. 61, of the Auxiliary, on the evening of the 10th inst. We can but regret that official business makes it impossible for us to be present on either of these occasions, knowing as we do the generous hospitality of those who have them in charge, and that all who are so fortunate as to attend are certain of a delightful time.

The Henry C. Hart Manufacturing Co., whose handsome and standard lanterns have been brought to the notice of our members in various ways, including advertising in our columns, have sold out that branch of their business to another company, and by an especial arrangement with this company, we are enabled to offer handsome, modern lanterns at prices which are astonishingly low. These lamps are heavily nickel plated on brass and are fully reliable in every way. If any member wants a first-class lantern in return for a little personal effort, we will furnish him one of

these lanterns, with white globe, as a premium for ten subscribers to THE RAILWAY CONDUCTOR, paid one year in advance. If any member desires to purchase one of these lamps, will furnish same, with white globe, for \$3.00, or a little more elaborate one for \$3.50, expressage to be paid by purchaser. Colored globes, one-half red, green or blue, \$1.00 extra. This offer will not hold good very long, and any who desire to avail themselves of it should do so without delay. These lamps were made to sell at \$5.00 and \$5 50, with white globes.

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Brother A. L. Dain, of Division 53, was united in marriage to Miss Bessie Case, in the First Presbyterian church, of Denison, Texas, on the afternoon of the 2d inst. The church was beautifully and profusely decorated with cut flowers and potted plants for the occasion, and was filled with relatives and friends who had gathered to start the happy pair on the way of life together with their choicest benedictions. The daily *Herald* of that date closed an extended account of the ceremonial with the following well deserved tribute to the worth and standing of the twain who were there made one: "The young couple are too well known to every citizen of Denison to require extended comment. The bride is the only daughter of Mr. and Mrs. L. Case. She has been one of Denison's society leaders, and by her sweet and lovable manner has attracted to her side scores of friends. The groom is a passenger Conductor on the M. K. & T., and stands high with the officials of the road. He numbers his friends by the hundreds. The *Herald* extends its best wishes, and trusts that their future may be ever bright and happy." All of these good wishes will meet with the ready response from the members of the Order everywhere, as Brother Dain's sterling worth as a man, and devoted loyalty to the Order have won him sincere friends wherever he is known.

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STORY OF A GOLD RING.

A recent Pennsylvania exchange contains the following account of the almost miraculous recovery of a ring worn by Brother A. Schaeffer of Division 162 during the early part of the war:

On the 29th of November, 1863, Mr. Albert Schaeffer, now living at No. 2021 Franklin street, Philadelphia, while visiting Miss Spiese. (now Mrs. Schaeffer,) daughter of Mr. Christian Spiese, North Coventry, Chester county, lost a highly-prized gold ring, with his initials "A. S." engraved thereon. The ring slipped from his finger

while he was unhitching his horse and fell in the mud. Diligent search was made for the lost ring, but it could not be found, and the owner concluded the article was lost beyond recovery. However, whenever he visited the old homestead of his wife, he went to the spot where he had dropped it and searched carefully, without much hope, however, that it would be found. This continued for almost 32 years.

A few weeks ago, Mr. Albert Shaner, who is employed by Mr. Albert Spiese, brother-in-law of Mr. Schaeffer, picked up the long lost ring in the very place it had been lost a third of a century ago. The ring was in excellent condition, and when Mr. Schaeffer again visited the Spiese homestead on Sunday last, October 16th, he was handed the ring. As may well be imagined he was greatly surprised and overjoyed at its recovery.

The incident is certainly a very unusual one. The details of the finding of the ring we have not in our possession—whether it was found lying on the surface or whether it was discovered while digging in the earth. The race has made history very fast during the time this ring was in the ground. The map of the world has greatly changed during the past 32 years, but the most marvelous advances have been made in the realms of invention and in the sciences. Then the country was in the midst of a tremendous conflict and great armies were struggling for the mastery: one to found a new empire with slavery the corner-stone, and the other to preserve intact this great Republic and maintain the cause of human liberty. Almost all the great leaders in that struggle have passed away, and the rank and file are rapidly following. Gauged by the progress made by the antediluvians the world has moved forward three hundred years during the time this ring was lying in the ground.

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CHEAP METROPOLITAN PAPERS.

There is no excuse nowadays for a citizen failing to subscribe for a great metropolitan newspaper in addition to taking his own county paper. The "Twice a Week" Republic of St. Louis, which is credited with the largest circulation of any weekly paper, is only \$1 a year, and for this sum it sends two papers a week, or 104 papers a year—less than one cent each. The weekly contains the best and brightest news condensed from the daily paper, together with a well assorted collection of reading matter and useful information. A popular feature in its columns next year will be the speeches of prominent men in the presidential campaign. These will be given almost in full. A reader of the "Twice a-Week" Republic will always be abreast of the times, for no paper has greater news gathering facilities.

The Daily and Sunday Republic can now be had by mail for a little more than one cent and a half a day, or \$6 00 a year, when paid in advance. Though this paper has greatly reduced its price, it has increased its value twofold, by adding many valuable features.

THE RAILWAY CONDUCTOR.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 305; Issued Jan. 1, 1896; Time for payment expires Feb. 29, 1896.

Assessment No. 305 is for death of F. C. Geiger, Dec. 19, 1895, and all members whose certificates are dated later than Dec. 18, 1895, are liable for same.

BENEFITS PAID FROM NOV. 21 TO DEC. 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T
916	W. O. Goode	Appendicitis	288	1586	A	Death	\$1,000
927	M. C. Adkisson	Pneumonia	313	1725	B	Death	2,000
940	J. W. Miller	Accident	144	2294	C	Death	3,000
941	S. H. Stevens	Shot		763	C	Death	3,000
942	F. W. Bien	Accident	326	438	C	Death	3,000
943	Peter Geib	Accident	33	2756	A	Death	1,000
944	W. W. Vance	Accident	162	3064	C	Death	3,000
945	C. H. Neville	Gun Shot Wd's	7	1640	C	Death	3,000
946	C. A. McClure	Run over by cars	272	1577	A	Death	1,000
947	J. B. Kissell	Accident	168	1393	B	Death	2,000
948	M. Everett	Organic hrt trb	183	3444	C	Death	3,000
949	J. W. Hart	Suicide	325	1599	B	Death	2,000
950	F. E. Alcorn	Consumption	60	754	B	Death	2,000
951	H. P. Jones	Accident	146	2938	C	Death	3,000
952	J. R. Brophy	Ulcerat'n stom	128	4177	C	Death	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,317; Series B, 3,006; Series C, 4,580; Series D, 381; Series E, 71. Amount of assessment No. 305, \$26,948; total number of members, 13,376.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Nov. 30, 1895.....	\$2,146,277 40
Received on Expense Assessments to Nov. 30, 1895.....	50,728 30
Received on Applications, etc., to Nov. 30, 1895.....	32,224 18
	\$2,229,229 88
Total amount of benefits paid to Nov. 30, 1895.....	\$2,127,867 00
Expenses paid and assessments returned to Nov. 30, 1895.....	74,092 56
Insurance cash on hand Nov. 30, 1895.....	27,270 32
	\$2,229,229 88

EXPENSES PAID DURING NOVEMBER.

Postage, \$150 00; Incidental, \$2.50; Salaries, \$349.17; Fees returned, \$33; Stationery and Printing, \$24.20; Assessments returned, \$2; Total, \$560.87.

The above amounts were paid out during the month, but items often cover supplies and work for more than one month

Received on Assessment No. 301 to Dec. 20,.....	\$25,834 00
Received on Assessment No. 302 to Dec. 20,.....	12,338 50
Received on Assessment No. 303 to Dec. 20,.....	5,781 00
Received on Assessment No. 304 to Dec. 20,.....	5,637 50

M. CLANCY, Secretary.



OBITUARY

Straley.

The ranks of Bluefield Division No. 324 were broken on December 4, 1895, by the death of Brother W. A. Straley. Brother Straley received the injuries which caused his death in a wreck near Ennis, on the N. & W. R. R., December 4, 1895; he died two hours after the accident occurred. Suitable resolutions were adopted at the last regular meeting, December 8, 1895.

Geiger.

Death has again invaded the ranks of Division 229 and taken from them one of their most beloved members. Brother T. C. Geiger, after a painful, though patient, illness of five months, resulting from a stroke of apoplexy, died on the 19th of December at the age of 55 years. He was a charter member of 229 and by his kind and genial disposition had endeared himself to all its members. His wife has the sympathy of the entire membership in her great sorrow.

Parmenter.

Marion Division No. 268, at their meeting held December 22, adopted resolutions expressing their sympathy with Brother S. A. Parmenter in the death of his only son Frank, aged 21 years, who died after a few days' illness. He was employed by the C. M. & St. P. Railway and was a favorite with all with whom he came in contact.

King.

A deep sorrow has come to Indianapolis Division No. 103 in the death of Brother John U. King, a charter member of that Division. He was also a member of Lodge No. 67 of A. F. & A. M., and Chapter No. 2, R. A. M., and Commandry K. T. of Martoon, Ill. Brother King was one who made friends wherever he was known and his death is a personal loss to many a railroad comrade. He leaves a wife and two children and to them the Division extends their earnest sympathy.

Keithline.

The charter of Division 20, L. A. to O. R. C., is draped in mourning in memory of its secretary and treasurer, Sister J. H. Keithline. In her death the Division has lost an earnest and devoted member, one who was always ready to extend the hand of true friendship to all in trouble. Resolutions were adopted by the Division expressing their sympathy with the bereaved husband and parents.

Baldwin.

Brother B. F. Baldwin of Division 44, after a lingering illness of over a year, died at his home in Denver, December 30 last. His manliness, kindness and sunny disposition were such noticeable traits in his character that he commanded the respect and love of all who knew him. In his death his widow and children have lost a kind husband and father, the Division, a worthy and beloved member, and the community an upright and respected citizen. The sincere sympathy of the Division is extended to the stricken family.

Rogers.

Division 79 has met with a severe loss in the death of Brother J. B. Rogers, who, while in the discharge of his duty in the P. & M. yards at Peoria, Ill., Thursday, December 19, was killed. Brother Rogers was making a moving switch, fell between the cars and received injuries from which he died within a few hours. He was a charter member of Division 106, afterwards transferring to 79. An earnest member, a favorite with his associates, his death brought sorrow to a wide circle of friends. He was buried at Bureau, Ill., his burial being conducted by members of the Order. The deepest sympathy of the Division is extended to the heartbroken wife in her bitter sorrow.

Yoakum.

A great sorrow has come into the home of Brother E. G. Yoakum in the death of his daughter, Luella Gertrude, age 17 years. A bright, intelligent girl, possessing a most happy disposition, she was the pride of her parents and her death is indeed a severe blow to them. Division 164, of which Brother Yoakum is a member, adopted resolutions, expressing their personal sorrow and their sympathy with those upon whom the burden of grief rests most heavily.

Sullivan.

Brother J. J. Sullivan, of Division 69, while in the act of boarding a moving train, fell, was run over and killed at Mexico on December 20. Brother Sullivan began his railroad career on the Central Vermont Railway, went to the Mexican Central in the early 80's, served as conductor on that road for some time, was promoted to the position of train master and from that to division superintendent; left the service of the Mexican Central about a year since to accept a position as division superintendent on the Inter-Oceanic Railway, which position he occupied at the time of his sad death. He leaves a wife and five daughters to mourn his loss. He was 45 years of age and had been a member of the Order for ten years. Division 69, together with the hosts of friends he had wherever he has been, keenly feel the shock of his sudden death and regret the loss of a loyal member and staunch friend.

Kintz.

Red River Division No. 262 is called upon to mourn with Brother J. Kintz in the death of his beloved wife, which occurred at Charleston, Ill., December 7, 1895. The funeral was held two days later. While Brother Kintz was absent from his own Division he was not allowed to feel the loss, as the members of Ft. Wayne Division extended to him all the aid and courtesies the true brotherly love could prompt, and for this they will please accept the thanks of Red River Division. At a subsequent meeting of his Division suitable resolutions of sympathy with Brother Kintz were adopted.

List of Divisions by States and Provinces.

No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.
	Alabama.		Florida.		Kansas.		Missouri.		N. Carolina.		Tennessee.
334	Avondale	196	Jacksonville	368	Argentine	194	Brookfield	318	Asheville	250	Bristol
186	Birmingham	277	Sanford	245	Arkansas City	238	Chillicothe	221	Charlotte	148	Chattanooga
320	Mobile		Georgia.	28	Atchison	241	De Soto	204	Raleigh	149	Jackson
98	Montgomery	284	Americus	265	Chanute	39	Hannibal		N. Dakota.	139	Knoxville
185	Selma	180	Atlanta	257	Caldwell	55	Kansas City			175	Memphis
248	Tusculumbia	202	Augusta	300	Dodge City	49	Moberly	273	Dickinson	135	Nashville
		330	Cedartown	165	Ft. Scott	151	Monett				
		230	Columbus	276	Goodland	362	Nevada				
	Arizona.	71	Macon	226	Horton	60	Sedalia	178	Fargo		Texas.
313	Tucson	123	Savannah	342	Junction City	212	Slater		Ohio.	266	Big Spring
85	Winslow	311	Way Cross	11	Newton	321	Springfield	177	Alliance	262	Cleburne
				137	Osawatomie	188	Stanberry	73	Ashtabula	53	Denison
	Arkansas.		Idaho.	161	Parsons	141	St. Joseph	134	Bellevue	69	El Paso
334	Jonesboro	280	Hope	179	Topeka	358	St. Louis	289	Bridgeport	88	Ennis
131	Little Rock	209	Pocatello	338	Wichita	42	Thayer	193	Bucyrus	57	Fort Worth
251	Pine Bluff						Trenton	292	Chicago Junc	375	Greenville
59	Texarkana							181	Chillicothe	7	Houston
265	Van Buren							107	Cincinnati	77	Palestine
			Illinois.		Kentucky.		Mississippi.	14	Cleveland	76	San Antonio
		96	Aurora	133	Bowling Green	207	Amory	20	Collinwood	256	Smithville
111	Los Angeles	81	Beardstown	322	Covington	304	Canton	100	Columbus	18	Temple
282	Needles	87	Bloomington	239	Lexington	105	Meridian	145	Conneaut	116	Tyler
195	Sacramento	41	Blue Island	89	Louisville	231	Vicksburg	320	Dayton	275	Yoakum
115	San Francisco	112	Centralia	290	Paducah			109	Dennison		
		1	Chicago	297	Somerset		Montana.	272	Galion		Utah.
		293	Chicago					191	Lima	124	Ogden
	Canada.	222	Chillicothe		Louisiana.			371	Lorain		
	British Columbia.	127	Danville	108	New Orleans			371	Massillon		
267	Vancouver	74	Decatur					166	Newark		
		260	Effingham				Nebraska.	329	Sandusky		
	Manitoba.	235	Forrest					26	Toledo		
		83	Galesburg		Maine.			270	Youngstown		
17	Winnipeg	364	Joliet	66	Portland	173	Chadron		Oregon.		
		367	Keithsburg			343	Fairbury	305	La Grande		
	New Brunswick.	101	Mattoon			220	Fremont	91	Portland		
214	Moncton	308	Mt. Carmel		Maryland.	227	Lincoln		Pennsylvania.		
219	St. John	79	Peoria	5	Baltimore	95	McCook	314	Allegheny City	158	Alexandria
		106	Rock Island	337	Baltimore	35	North Platte	172	Altoona	184	Clifton Forge
	N.-W. Territory.	97	Roadhouse	234	Brunswick	126	Omaha	217	Bennett	349	Crewe
255	Medicine Hat	208	Savanna	263	Cumberland	246	Wymore	200	Bradford	288	No. Danville
	Nova Scotia.	118	Springfield	354	Hagerstown			156	Carbondale	205	Portsmouth
205	Truro		Streator				Nevada.	201	Chartiers	152	Richmond
								331	Columbia	210	Roanoke
	Ontario.		Indiana.					357	Connellsville		
355	Allandale	145	Andrews		Massachusetts.		N. Hampsh.	144	Derry Station		
375	Chapleau	19	Elkhart	122	Boston	335	Concord	147	Easton		
366	Brockville	254	Frankfort	157	Fitchburg		New Jersey.	305	East Brady		
286	Ft. William	119	Ft. Wayne	148	Springfield			64	Erie	249	Tacoma
27	Hamilton	138	Garret	237	Worcester			281	Glenwood	285	Spokane
16	London	120	Huntington					129	Great Bend		
350	Niagara Falls	303	New Albany					143	Harrisburg		
242	North Bay	103	Indianapolis					168	Jersey Shore		
26	Ottawa	302	La Fayette					153	Mauch Chunk		
352	Rat Portage	110	Logansport		Mexico.			32	Meadville		
189	Sarnia	213	Michigan City	159	City of Mexico		New Mexico.	326	New Castle	324	Bluefield
13	St. Thomas	301	Seymour	261	San Luis Potosi			163	Oil City	190	Grafton
15	Stratford	92	Terre Haute					162	Philadelphia	140	Hinton
17	Toronto	339	Washington					204	Philadelphia	136	Huntington
345	Toronto Juc							65	Pittston	351	Kenova
344	York							114	Pittsburg	183	Keyser
			Iowa.					239	Reading	223	Martinsburg
	Quebec.							333	Renovo	369	Parkersburg
86	Farnham	228	Belle Plaine					10	Sayre		
75	Montreal	34	Boone		Michigan.			309	Scottdale		
130	Quebec	31	Burlington	6	Battle Creek		New York.	12	Scranton		
		58	Cedar Rapids	48	Detroit	56	Albany	197	Sunbury		
		31	Clinton	192	East Saginaw	154	Binghamton	23	Shamokin	253	Ashland
	Colorado.	328	Council Bluffs	86	Escanaba	2	Buffalo	51	Tyone	346	Babcock
244	Colo. Springs	21	Creston	340	Gladstone	176	Corning	160	Wilkes-Barre	68	Baraboo
63	Durango	347	Des Moines	102	Grand Rapids	359	East Albany			373	Green Bay
44	Denver	164	Dubuque	316	Port Huron	43	East Syracuse			113	Janesville
335	Grand Junc'n	353	Eagle Grove	182	Jackson	9	Elmira			61	La Crosse
252	Leadville	164	Estherville	240	Marquette	374	Elmira			82	Madison
36	Pueblo	93	Ft. Dodge	306	W. Bay City	225	Hornellsville			46	Milwaukee
134	Salida	283	Fort Madison			104	Middletown			274	So. Kaukauna
247	Trinidad		Marshalltown			54	New York			211	Stevens Point
		268	Marion		Minnesota.	341	Norwich	319	Central	259	Waukesha
	Connecticut.	216	Ottumwa			45	Oneonta	208	Charleston		
50	Hartford	84	Perry	336	Duluth	167	Oswego	215	Columbia		
317	New Haven	22	Sanborn	117	Minneapolis	52	Port Jervi	271	Florence		
		232	Sioux City	99	Montevideo	8	Rochester				Wyoming.
		279	Stuart	197	Staples	155	Syracuse			128	Cheyenne
	Delaware.	361	Valley Junction	236	St. Cloud	171	Troy			142	Rawlins
		67	Waterloo	40	St. Paul	150	Utica				
224	Wilmington			90	Waseca	25	Watertown	258	Aberdeen		
								121	Huron		



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THE NEW SOCIAL ORDER.

BY W. P. BORLAND.

Professor George D. Herron, the inspired prophet of a new dispensation, in a recent *Arena* article, gives utterance to the following language:

"We are nearing the social crisis of the world. The existing order has already served over time. It is now senseless, and growing worse. To spend and be spent mending it, is to waste one's life, and involve the common life in still deeper and wider complications. The present cannot be mended; it can only give birth to the new order, the regenerate civilization."

"The regenerate civilization," a new and better state of society than the one we now have experience with! That is a prophecy which finds an echo in the heart of every true lover of humanity, be he great or small, rich or poor, wise or otherwise. And it is not so much a prophecy as the statement of a demonstrated truth, a truth which cold, calculating science, from many different points of view, both inductively and deductively, demonstrates for the benefit of all those who are wise enough to look and learn. Not only the dreamers, those who are moved more largely by their emotions than by their reason, the builders of the so-called Utopias, but the doctors of philosophy, the scientific investigators, those who construct syllogisms and reduce equations, bring us tidings of a new birth. For once, then, the scientists and the builders of Utopia are in accord with each other on an essential point. And these builders of Utopia—let them not be despised! What would civilization be, how would progress be possible without them? Progress is nothing more than a continual realization of Utopias. The Utopias of

one generation become the living facts of the next one. That is what constitutes progress. Look at the wonderful results which have followed the achievements of such men as Watt, Stephenson, Arkwright, Morse, Bessemer, Edison, Bell, and a host of others who might be mentioned. Humanity has been able to realize many Utopias through the achievements of such men as these. These men have all been Utopists in their day. Contemplate for a moment, the utter incredulity with which our revolutionary fathers must have received a suggestion of the wonderful achievements which have been witnessed by the dwellers in our nineteenth century civilization—supposing, of course, that there were any who had the hardihood to make such a suggestion—and then despise no more the builders of Utopia! Have we not a right to expect the coming of the day when the Utopias of our social architects will be realized? However, Utopia, or no Utopia, we are confronted with a substantial agreement among those who have paid particular attention to the subject, on the one point of the utter impossibility of the long continuance of present social adjustments. Society must experience a new birth, must encounter a radical alteration in the bases of its organization in order that the human race may continue in progress. This, by the way, means the realization of some of these so-called Utopias; but let that pass. Those who are called reformers, also, are substantially in accord with each other in their ideals, that is to say, they are almost at one in their conceptions of what the effect of this new birth should be on the components, the indi-

vidual members of society. There is only disagreement as to the proper synthesis, the bringing together of the elements of society so as to accomplish those ideals. It is this disagreement which produces the numerous sects of reformers, socialists, single-taxers, anarchists, etc., each sect building up a social theory around a portion of true knowledge, each magnifying the portion it possesses so as to make it embrace all, and, sad to relate, many of the adherents of each sect wasting the energy which ought to be spent in attacking the common enemy, in futile and senseless disputes over the respective merits of each other's theories and beliefs. Like the religionists of the world, these reformers are so cramped and bound up with their possession of a single idea, that it seems impossible for them to understand that all things in the universe are related, and that others may possibly have obtained possession of some truth as well as themselves. They are always ready to bounce into the arena of debate, cocked and primed for a war of words with whoever may have the audacity to question the authority of their sect to furnish the one and only remedy for social ills, and prepared to demonstrate by means of arguments which are unanswerable, (from their own standpoint, of course,) that their remedy is *the* remedy; that all other sects are teaching naught but error and falsehood; and that reformers of other sects are mere charlatans and mountebanks, unworthy to be followed by a single human being who is honestly seeking relief from the ills which environ the race. Syllogisms are the delight of these people. They want to *prove* everything. They are disgusted with any proposition which is not instantly susceptible of rational demonstration in terms of existing knowledge, and flaws in the logic of each other's theories are sweet morsels for them. They continue to rave back and forth over this barren field of polemics, without instilling a single new idea into the minds of those who are so longingly waiting to be educated, without advancing the cause of real reform by a hair's breadth, and seemingly without the faintest realization of the fact that there must always remain certain fundamental truths, certain propositions, certain forms of belief which shape the character and control the actions of most human beings, which are absolutely incapable of rational demonstration. As Patrick Edward Dove has put it, in his "Theory of Human Progression," a work which reformers of all sects might read with profit, "At the bottom of all knowledge, whatever, there must be found some substantive existences absolutely incapable of rational substantiation, and some propositions absolutely in-

capable of rational demonstration. Without these it is impossible for man to reason."

These dialectical reformers should be wise enough to know that the very fact of their disagreement is proof positive of the incompleteness of each other's knowledge. They should strive to emphasize their points of agreement instead of their points of disagreement. They will thus more readily arrive at that unity of belief and action which is essential to true reform, and which must be attained if the new social birth is to be in the interests of freedom and human progress. It is impossible for science to demonstrate accurately, our future development in terms of existing knowledge, because science deals only with a part of truth. True knowledge is largely intuitional. It has its origin in the intuitive perceptions of certain individuals, and remains unclassified and unrelated, often for years, or even for centuries. Science is merely the classification of these intuitions.

Now, in delivering myself of this criticism of the attitude of certain reformers, I do not wish to be understood as seeking to spare myself at all. I freely confess that I was so unfortunate as to contract the insidious dialectic habit some years ago, and I am not cock-sure that I am thoroughly cured of it yet. Like the drink habit, it is inclined to stick to its victim through thick and thin, and a particularly strong temptation is always liable to cause it to break out in a new spot, even after the unhappy mortal upon whom it has once fastened its clutches imagines himself completely cured. But whether I am permanently cured or not, I am, at least, far enough on the proper road to be able to recognize the necessity for a cure, and that is much. I believe I am able to perceive that it is the first duty of these dialectical reformers, who are never happy save when engaged in polemical defense of a particular theory, to begin the grand work of reform in the interests of humanity by reforming themselves. This is largely a matter of intuition with me; I shall not attempt its logical demonstration.

Now, I do not imagine that to any particular sect of reformers shall fall the honor of laying the foundation stone of the new order, and collecting all the diverse elements of civilization under one general scheme, approved by itself alone. We shall all have a hand at the business. Whether we call ourselves socialists, anarchists, single-taxers, or simply trade unionists, we shall each contribute our quota of truth to the formation of the new social synthesis.

There is only one thing certain, and that is that the present theory of competitive effort for the

satisfaction of mere material wants shall disappear, and the new synthesis shall have for its basic idea mutualism, or co-operative effort in the industrial field. What form this mutualism shall assume, or what its distinctive features shall be, is a matter of detail which will be determined by actual trial, by experience. In the meantime, I feel convinced that if reformers would but take the trouble to thoroughly understand each other, they would discover that they are not so far apart as they had imagined themselves to be, and there would be much less occasion for these displays of polemical fireworks which add so little to men's knowledge of the real development that is going on around them, and of which they are a part. I am in part aided to this conclusion by my perusal of Mr. Stuart's strictures on anarchism, and the individualist theories in general, which appear in the *December CONDUCTOR*. It is the misfortune of your cock-sure socialist, of which Mr. Stuart is a representative and a type, that his mind is concentrated on the economic aspect of human development, and that alone. Everything is explained to his satisfaction in terms of political economy. All other phases of human development are merely incidental, subordinate to the economic development which he sees going on about him, and he is quite sure that by making the proper economic adjustments to bring order out of chaos, by the most powerful means at the command of man, the state, all other phases of human endeavor and aspiration will adjust themselves naturally and readily to the new economic facts, and human freedom will follow as a consequence of the economic liberty which has been secured to the individual through state action.

The ideal of the socialist is as commendable as possible. He is as emphatic in his demands for the complete freedom of the individual as is any other reformer on earth. The old authoritarian communism is as repugnant to him as it is to the cock-sure anarchist, or to the single-taxer. As Benjamin Kidd puts it: "True socialism of the German type must be recognized to be ultimately as individualistic and as *anti-social* as individualism in its advanced forms. Scientifically, they are both to be considered as the extreme logical expression of rationalistic protest by the individual against the subordination of his interests to the process of progressive development society is undergoing from generation to generation."

But the socialist sees no road to liberty for the individual save a purely economic one, and in magnifying this one side of the problem he is led into ignorant and unjust criticism of the theories of other reformers. This position is well illustrated by Mr. Stuart's observation, that "The

charge that socialism makes against anarchism, is, that there is no connection between the anarchist ideal and the economic means by which they expect to reach it."

Now, if the gentleman was as well posted on anarchism as he is on socialism, he would never have made such a remark as that, because he would know that anarchists have no economic means at all by which they expect to reach their ideal. That is not the way the question presents itself to their minds. The economic organization of industry which the socialist makes the central point of his scheme, from which radiates all other human developments, is a mere incident with the anarchist. He does not travel the economic road to the attainment of his ideal, but the moral one. It is not true that the anarchist is ignorant of the problem which Mr. Stuart propounds. He knows fully as much about it as does the socialist. He simply refuses to be dominated by it—that is all. He refuses to make the solution of this economic problem the center of his scheme of life, the sole end and aim of his existence. He indicates the basic principles of social organization, from a moral, fraternal and humane standpoint, and says that when society has once adopted those principles the economic organization will take care of itself; it will be such as the reason, intelligence and fraternal instincts of mankind shall determine to be the most suitable. If anarchists ever indulge in any speculations as to the economic organization of the ideal society, they merely concern what *may* be or what *ought* to be, not what *must* be. In this they differ from the collectivist socialists. Elisee Reclus, the great French anarchist, in a recent *Contemporary Review* article, says: "Let economists and rulers invent political constitutions or salaried organizations whereby the workman is to be made the friend of his master, the subject the brother of the potentate, we 'frightful anarchists' as we are, know only one way of establishing peace and good will among men—the suppression of privilege and the recognition of right. Our ideal, as we have said, is that of the fraternal equity for which all yearn, but almost always as a dream; with us it takes form and becomes a concrete reality. It pleases us not to live if the enjoyments of life are to be for us alone; we protest against our good fortune if we may not share it with others; it is sweeter for us to wander with the wretched and outcast than to sit, crowned with roses, at the banquets of the rich. We are weary of these inequalities which make us the enemies of each other; we would put an end to the furies which are ever bringing men into hostile collision, and all of which arise from the bondage of the weak to the strong under

the form of slavery, serfage and service. After so much hatred we long to love each other, and for this reason we are enemies of private property and despisers of the law." Again: "Equality of conditions, which is in no way incompatible with the infinite diversity of human character, we ardently desire and look upon as indispensable, for it offers us the only means whereby a true morality can be developed. A man can be truly moral only when he is his own master. From the moment when he awakens to a comprehension of that which is equitable and good it is for him to direct his own movements, to seek in his conscience reasons for his actions and to perform them simply, without either fearing punishment or looking for reward. Nevertheless his will cannot fail to be strengthened when he sees other men guided like himself by their own volition following the same line of conduct. Mutual example will soon constitute a collective code of ethics to which all may conform without effort; but the moment that orders enforced by legal penalties, replace the personal impulses of the conscience, there is an end to morality. Hence, the saying of the Apostle of the Gentiles, 'the law makes sin.' Even more, it is sin itself, because, instead of appealing to man's better part, to his bold initiative, it appeals to his worst—it rules by fear. It thus behooves everyone to resist laws that he has not made, and to defend his personal rights, which are also the rights of others. People often speak of the antagonism between rights and duties. It is an empty phrase; there is no such antagonism. Who so vindicates his own rights fulfills at the same time his duty to his fellow-men. Privilege, not right, is the converse of duty."

Mr. Stuart shows himself a very inattentive student, when he declares that "liberty and freedom under an individualistic economic regime would be impossible." On the contrary, it is only under an individualistic regime that freedom is possible. But let us not be deceived by a term. Those whom Mr. Stuart has included under the term "individualist," are not such. No individualist can be a supporter of privilege. Anarchism is true individualism, and the proposition which Anarchism posits as its fundamental principle is that famous declaration of P. J. Proudhon's, namely, "Property is Robbery." Those so-called individualists who are referred to as desiring to be 'let alone' are as far away from having any true conception of the real meaning of this proposition as the sun is far away from the earth. This condemnation of property is directed, not against the individual use of wealth, but against its *abuse*.

"Possession is a right; property is against right," is Proudhon's formula. And by "property" is meant the right of increase now attaching to individual possessions of land or capital; the right to derive income from such possessions without personal exertion; the right of the individual to so use such possessions as to command the services and enslave the bodies and minds of his fellow-men. The condemnation, in short, is a condemnation of the present legally recognized right to receive rent and interest. It is also a condemnation of 'commercial profit. This right of property is an unnatural right. It is a usurpation, and anarchism demonstrates the utter impossibility of its existence side by side with social order, peace and good will. Anarchism demonstrates that society, by admitting the right of property into its constitution, devours itself; destroys its own base, and must inevitably perish. It is only by eliminating property that society can enjoy the blessings of order and be sure of a peaceful and permanent existence; it is then only that humanity can develop itself. The main purpose of government and law is to defend and enforce this unnatural and impossible right, and it is for this reason that anarchists condemn government. Instead of maintaining order, government, by its organized defense of property, is the greatest promoter of disorder and the greatest violator of human rights. Whenever men shall recognize the injustice, the utter impossibility of property, there will be no further need of government and it will then disappear. Anarchists are not alone in their recognition of the folly of government. "Go, my son," said Oxenstiern, "and see with how little wisdom the world is governed." Said Edmund Burke: "In vain you tell me that artificial government is good, and that I fall out only with the abuse. The thing *the thing itself* is the abuse!"

In Lalor's Cyclopaedia of Political Science the anarchistic position with respect to government is thus set forth:

"The anarchy of M. Proudhon is nothing but self government carried to its extreme limits, and the last step in the progress of human reason. According to him, men will at last acknowledge that, instead of disputing and fighting over questions of which, in the majority of cases, they know nothing, and instead of seeking to enslave each other, they would do better to accept the law of labor frankly and join hands to triumph over the numerous obstacles which nature opposes to their well-being. In this new order of things, nations would be nothing more than groups of producers bound together by close ties of common interest. Politics, as hitherto understood, would

have no further *raison d'être*, and anarchy, that is to say, the disappearance of all political authority, would be the result of this transformation of human society in which all questions to be solved would have a purely economic character."

The anarchist has no objection to law; on the contrary, he is an ardent worshipper of law. But his law is the demonstrated truths of nature, the immutable principles which cannot be disobeyed or ignored, either by individuals or by societies, without producing a harvest of evil consequences. He despises government because it subjects him to the discipline, not of law, but of will, of authority, of mere caprice, and prevents him from obeying the only legitimate law as far as lies in its power. As it is commonly understood, law is merely the expression of a will. The anarchist says it should be the expression of a fact. It is the business of the legislator to proclaim the law, not to manufacture it. It is natural for men to seek order, to submit to rule; but this rule should be merely directive or administrative, not arbitrary and compulsory. It should appeal to reason, not to fear. The anarchist says: when man obeys simply because the ruler commands, then man is a slave; but when he obeys, not because the ruler commands, but *because he demonstrates the wisdom of his commands*, then it may truly be said that man is his own master—he recognizes no authority save that of his own reason.

But the anarchist is not a fool. He has no idea that government is to be abolished all of a sudden, and before the people are ripe for its abolition. There is no hope that government will be abolished so long as people remain ignorant of the fact that it is the bulwark of the evils which afflict them. Government is perpetuated through ignorance, and it fosters ignorance, just as the church does, in order that it may perpetuate itself. It cannot be abolished except as other institutions come forward and do the work which it makes a pretense of doing, and the people realize it. The upholders of government have nothing to fear from the anarchist. Even the greatest stickler for the necessity of government will be ready to abolish it when the time comes that men are able to see that they have no further use for it. If that time never comes, then we shall always have government, and the upholders of government have nothing to fear. But it is this detestation of government that causes the anarchist to look with contempt on the efforts of the collectivist-socialist. He cannot realize how any good can be induced to come out of an institution that is wholly evil, and however

much he may approve the economic perfection of the collectivist program, the fact that it is to be enforced by authority makes it of no value to him. He declares that such a programme must inevitably result in slavery; that the liberties of the people cannot safely be entrusted to government; that the people must do these things for themselves, must depend on themselves, and must have full and free opportunity to help themselves before they can be truly free. I fancy the anarchist is right, but I am also convinced that much of his opposition to collectivism is misplaced. He fails to recognize the fact, it seems to me, that there are gradations in evil, and does not realize that the collectivist "state" would be a vastly different institution than what it is at present, that the new state would be less evil than the old one, in fact. The abolition of private property would also be a recognition of their basic idea, and the economic independence secured to the people would be a step towards the anarchist ideal. Collectivism, in short, would be a step in progress. But, as I pointed out before, the anarchist is not dominated by a question of economics. The first condition of his life is absolute freedom. When he has that he will attend to his economic arrangements and fix them to suit himself. It is even conceived by some anarchists that men would discard many of our great labor-saving(?) machines entirely, if they were perfectly free to suit themselves in the matter. This conception is charmingly worked out by Wm. Morris, in his delightful picture of Anarchist-Communism, "*News From Nowhere*." It is there shown how men preferred to discard our wonderful machines, pack them away in museums to be looked at, and return to handicraft through sheer love of work. Such a conception cannot, of course, be rationally defended, but that is nothing against its probable realization some time in the future.

But now look at a phase of the senseless criticism of anarchism by socialists. There are some anarchists who believe in competition. Nothing delights your socialist more than to show up what he terms the ignorance of these anarchists, and to demonstrate how surely, even under perfect freedom—as he calls it—such competition must inevitably end in monopoly and slavery, just like what we have now. Your socialist is fighting windmills. The condition precedent to the competition which the anarchist has in mind is, of course, the abolition of property. Where is the motive to sustain competition as we now know it, after the right of property is no longer recognized? Competition, in the bad sense, as an industrial principle, is merely the struggle to realize the im-

possible right of property. I don't believe there is an anarchist on earth who would make any contention for the private "ownership" which Mr. Stuart places in contrast to his collective ownership. The anarchist contends for undisturbed use and possession, but "ownership" carries with it the right of property which he absolutely condemns. The absolute right of the individual to own factories, hire as many men as he pleased, and pay them as low wages as competitive conditions would force them to accept, and in all other ways to manage his business as he pleased, providing he did not interfere with the rights of others to do likewise, which Mr. Stuart talks of as a necessity of an anarchist regime, is a mere bugbear of his own imagination. It is a bugbear, because every single one of the rights which he enumerates as a necessity are simply well recognized rights of property which the anarchist utterly condemns. Anarchism grants him no right to do any of these things, even though he interfere with no other individual's right to do so. These are all invasions of those human rights which the anarchist is morally bound to respect. When property failed to yield increase to its possessor there would be no advantage to the individual in possessing more than he actually needed, and the motive for its accumulation through competition, would disappear. What the anarchist means when he talks of competition, is merely a test of forces, resulting in their most advantageous utilization for the good of all. He says that "where freedom prevails, competition and co-operation are identical." He merely uses a familiar word to express an unfamiliar idea. That is all. In fact, co-operation is an absolute necessity of any conceivable anarchistic economic regime. Groups can no more compete with each other, in the sense in which competition is now understood, than can individuals, because all such competition implies a property basis. The anarchist-communist is the strictly logical anarchist. In a somewhat lesser degree is it true that co-operation must follow the application of the single tax. That strikes at the very basis of property rights. Its application could not fail to work an entire revolution in our property system, and completely change the motive of industry. It ill becomes either socialists or anarchists to sneer at, or at-

tempt to belittle the single tax. It is a practical and highly important step towards the realization of their own ideals, and because of its very importance, it is resisted with all the selfish power of property. Its application is entirely hopeless as long as government is dominated by property. Instead of blindly opposing the single tax, American socialists would better follow the example of their English brethren, and make it a part of their program. They might say, with G. Bernard Shaw, "Economic rent, arising as it does, from variations of fertility or advantages of situation, must always be held as common or social wealth, and used, as the revenues raised by taxation are now used, for public purposes, among which socialism would make national insurance and the provision of capital matters of the first importance."

There is one thing which the cock-sure anarchist would do well to remember also, and that is that freedom, as he understands it, is not going to spread her wings over afflicted humanity all at once, the millenium will not arrive over night, and we shall be afflicted with both government and property for two or three years yet at any rate. Instead, then, of antagonizing all other reformers because they do not see as he does, he should go with them as far as possible without submitting himself to the rules of their organizations, remembering that every limitation or denial of the right of property which is brought about by these reformers, is a step towards the anarchist ideal. He should not seek to place himself, as an anarchist, in an attitude of unduly conspicuous antagonism to society and its institutions, because, in the words of Thoreau, "It is not for man to place himself in such an attitude to society, but to maintain himself in whatever attitude he finds himself through obedience to the law of his being, which will never be in opposition to a just government, if he should chance to meet with such."

As for myself, I am a trade unionist. I am an enthusiastic single taxer. I am a socialist. And I am all these because I am an ANARCHIST, and desire only to know the truth and love my fellow-men; and I hope the day is not far distant when these discordant reform elements shall clasp hands for the building up of the new social order, the next step in the long and weary progress of humanity towards unlimited freedom.

THE DANCE.

BY FRANK A. MYERS.

It was in the days when the Younger Brothers were enjoying the soft luxury of their ill-gotten pelf. There was then an old, two-

story, log hotel situated at a certain spring in Missouri, which was occupied only during the watering season. In that vicinity the

Younger Brothers had many secret and open friends, some of whom would go any length for them.

One winter the Longfellows took quiet possession of this temporarily deserted old hostelry, and opened house in true entertaining and hospitable style. Everybody knew the Longfellows were none other than the Younger Brothers, but no one wished to inform on them.

Their coming was indeed a social event, for they gave entertainments in the highest and most interesting fashion, regardless of cost. There was something princely and lavish about all they did, and money was scattered right and left with the unconcern of a royal dignitary who scatters largesse to the plebs. This was not an unmixed evil, as it was a generous source of income to the whole community.

In time it became quietly bruited around that the Longfellows, who had so queerly ensconced themselves in the old log hotel, were in fact the genuine Younger Brothers. As there was a heavy reward offered for their apprehension, the sheriff of the county, prompted by this reward, secretly organized a posse to capture them. Anthony Barbary, sheriff, was a brave man, cool and collected in moments of danger, and he selected as aids the most daring and determined men in all that community. Day Adair was one of this number, and through him this true story is given the light of publicity for the first time. He was a young man of fine physique and bold as a lion, fearing nothing. The unyielding determination and masterful courage of the Younger Brothers is notorious throughout the length and breadth of the land. Their career is confirmatory of this statement.

The improvised home of this band of robbers was presided over with grace and dignity by Mrs. Virago Jones and a sister of the Brothers named Arlie. This sister had assumed the name of Arlie Roller. She was a bewitchingly beautiful girl, and passionately fond of amusement, particularly the dance. She had taken a special liking to Clara Auburn, a sweet and gracious girl, with whom Day Adair was greatly in love. And Clara looked not with disfavor upon Day. While she had many admirers, none of them stood in her favor as he did. At this time Day was not quite certain of this fact, however much he hoped it was true. He omitted no effort, it needs be said, to win her good opinion and be first in her good graces.

The time of the holidays drew near, and it began to be rumored around that the Longfellows were going to give a *recherche* ball to the elite of the whole surrounding country. Cards of invitation were sent out to everybody who was backed

by wealth and social distinction. Of course Clara Auburn was to be there as one of the receivers of the guests, and through her Day received an invitation. She told Day it was to be a "grand affair," such as that country had never known before. Already the liberality—bordering on lavishness—of the Longfellows as entertainers had reached the stage of a proverb, and the people referred to things by way of comparison by saying, "as grand as the Longfellows."

Wines had been ordered from St. Louis and every preparation made for the distinguished social event of the season. The day—Christmas Eve—arrived, and everybody was on the *qui vive*. Expectancy attained its highest.

Anthony Barbary, sheriff, had matured his plans. Everything seemed to work to his advantage. He was entirely confident of "bagging his game." Day Adair was to go as a sort of advance picket and prospect the field while whirling "through the mirthful maze." The rest would drop in quietly, one at a time, and engage in the frivolities unnoticed. No one would know they were uninvited, in the midst of the gay throng, and at an opportune moment they would make their masterstroke. Of one thing Day Adair was well aware, and that was that he was to play a dangerous role on this occasion.

The largest room of the gay old log building on this occasion was tricked out in mistletoe festoons and evergreens, and decorated with splashes of fresh flowers here and there, making the old heavy room look like a pinch of summer preserved in the midst of winter—frozen in ice, as it were. The happy people moved therein like figures on a grand chess-board of pleasure, and the lamp-bright room was a marvelous picture of joy. The whole house from top to bottom shed forth light from the many windows upon the winter darkness without. The sweet strains of music trembled on the air and banished all care. It vibrated through the old house like misty notes out of a treasure-garner of perfect symphony, and keyed up the heart in unison therewith. Such a scene was never before witnessed in all these parts.

In one of the quadrilles Day Adair asked Clara Auburn how she was enjoying the dance, and she answered:

"Best in the world—never better." A love-soft smile parted her fresh lips, revealing a double row of even, small, white teeth. He above all things desired to tell her the plan, and put her on her guard against sudden fright, but he eventually concluded it was better to let her remain in ignorance than to take the risk of spoiling the whole scheme that so far had worked so well. He had full confidence in her, but she might unconsciously

by some act "give away the snap" to the sister of the men sought after by the law, and that would doubtless spoiled it all. So he kept silent.

"Do you know we are in a den of robbers?" he could not help asking at the end of the quadrille.

"So everybody says," Clara answered coolly; "but that don't make this event any less brilliant."

"Not at all," he returned with a well-feigned heartiness of assurance.

Just here Anthony Barbary, sheriff, quietly appeared in the room, and Day turned his back to him as if he knew him not. He quickly drew out his handkerchief, wiped his mustache, and threw the white linen over his right shoulder an instant in the most natural manner in the world, all the while busily talking to Clara. Had it been over his left shoulder, it would have been an unfavorable sign to the sheriff.

In the course of the next hour another and another of the posse dropped in unnoticed, as it seemed, until the last one was present. In order not to seem to be unbidden guests, several of them tripped through the mazy figures of the dance, as if pleasure was all they sought on this occasion.

But had they observed the sharp-eyed Virago Jones, a woman of most deceptive pleasantness and given naturally to much suspicion, they might have seen something to put them on their guard. The unsuspecting looking smoothness of matters disarmed them. Nothing escapes the all-seeing eyes of men wanted by the law. Like wild animals they train themselves to give the smallest thing its due significance.

Virago Jones carelessly passed up the rude winding stairway, having just before given one short, sharp stare to the eldest of the Youngers, and disappeared above for a few minutes. With a smile to those around him the robber quickly but quietly followed the woman. There she told him of the presence of the uninvited guests. Separately then they returned below, not a faint hint of suspicion on their faces. No one had observed this sly movement.

Day Adair was not prepared for what happened later; in short, none of the sheriff's posse was. The ambushers were surprised themselves.

At one time Day was talking to one of the Younger Brothers—alias Longfellows—when Mrs. Virago Jones joined them, a social, sunny smile wreathing her well-kept face and trembling in her eyes.

"I hope, Mr. Adair, you are enjoying yourself," she said blandly.

"O, splendidly!" Day replied.

"It seems everybody is happy," said the Younger Brother in a light manner.

"I'm sure the opportunities for

ment could not be better," observed Day without intending flattery.

"O, thanks," said Virago Jones, and away she drifted in the throng, scattering happiness on all sides as she went. Nothing more passed between Day and his host. If Day was suspected, his being a guest granted him immunity. He never knew whether they suspected him or not.

When the hands of the dial were pointing sharply towards 1 o'clock, now one and then another of the sheriff's posse were missing from the room. Finally all were gone. Day observed their absence, but kept mum, thinking, perhaps, things were ripening for the coup d'état. It was no little satisfaction to him to note that everyone of the Brothers was also absent. He wondered how the posse was succeeding. No doubt the orderliness of the disappearance meant complete success. He was burning to know all about it. He had decided to leave the room and make a hasty detour around outside in the sheltering darkness, and was on the point of carrying his decision into execution, when Arlie Younger with Clara Auburn on her arm approached. He was a little impatient at the delay this necessitated, but he suffered it politely and acted quite a gentleman, as he should have done.

They exchanged light trivialities, which it is not necessary to set down here.

The delay was fortunate, for had he gone out at the time he would have been discovered by one of the spies or guards of the house, and this story would have ended differently as to himself.

When the two young ladies left him he stole away unobserved, and cautiously circled around the building. It looked like a huge lump of concentrated blackness settled on the ground, with yellow eyes of light flaring from the almost square windows. He made a complete circuit around the edifice, throbbing with life and good cheer within but saw not a sign of the posse or the Brothers. What could be the matter? Had something gone wrong? Or had they already captured the "wanted men" and carried them off without a word or a disturbance of the festive occasion? Hardly that. So he began a second time to circle around the dwelling. He looked keenly into the night around, and peered sharply into the glowing windows. At the extreme rear part of the old house, he noticed the blind was down in the small room next to the kitchen. This small circumstance attracted his attention. Moreover, he thought he heard muffled male voices within. Going up to the window he could distinctly hear men talking in low but positive tones. If he could only see within. He looked for a spot to see through. He heard the voice of Anthony Barba-

ry, the sheriff; he heard the animated voices of the Younger Brothers. Here, then, was where they were, and here was where the posse had cornered the fellows. No doubt they were all handcuffed now and ready to carry away. At any rate, here was where the capture would be made. Day's heart jumped to his throat in his suspense and uncertainty. But his strung-up feelings were quickened, if possible, when he heard the chief of the Brothers say:

"We know who you are, gentlemen. We are the ones you want, and here we are,"

At this moment Day's eager eyes discovered where the light shone through a fold of the blind at the side of the window. In pulling it down it had caught in a sort of tuck which had not been observed. He quickly applied his eye to the place, and instantly caught a view of everything within. In the center of the room was a small deal table, on one side of which stood the Younger Brothers and on the other Sheriff Barbary and his posse. The look on the faces of the posse was anything but assuring to Day. He thought they appeared surprised instead of having surprised the other fellows. What did it mean. Day noted all this much quicker than it takes to read about it. He saw it all with a lightening-like glance. Just as the chief of the Brothers finished his statement, and said "here we are," Day was admitted to the scene through the blind. As the Brother said this every one of them flashed out a bright, gleaming "gun," and each one leveled it at his man across the table and held it there unwaveringly. There was death in their fiery, flashing eyes. They evidently had the "drop on" the other fellows, and they knew it.

"Now, gentlemen," continued the chief, "you are all armed to the teeth—no disputing it, and you'd better quickly, everyone of you, take out your guns from your pistol pockets and lay them upon this table," tapping it with his left hand without removing his revolver from the head of the sheriff. "Come, be quick," making a feint as if delay was dangerous.

Without a word every man of the posse pulled out his revolver and put it unwillingly upon the pine table. Not a man was scared, as commonly understood, but he knew it was best to obey at that moment. Each one felt the game was up with him, and the easiest way out of the difficulty was quiet submission to the will of the man of superior adroitness and determination. It was worse than useless to fool with these unflinching robbers. It was their business to be brave and they were brave. And on the slightest provocation they would shoot as quick as wink to kill. No-

body knew this fact better than the sheriff and his posse.

It was almost impossible for Day Adair to believe his eyes. In very fact the would-be captors had been outwitted and captured without a struggle.

Then the robber chief spoke again:

"Now, gentlemen, we have no further use for you here tonight, and we politely request you to make yourselves scarce here in very short order."

"I confess to you now, after we are entirely in your hands and at your mercy," said Sheriff Barbary in a dignified manner and with the air of a man accustomed to danger, "that we came here after you, but you have cleverly beaten us. We don't wish to disturb the dance, and as we are now here without any further purpose we will respectfully withdraw."

"We are not slow to recognize real gentlemen everywhere when we run on them, and we do not desire that you shall go away without an escort. So, if you please, we will accompany you."

There was a mock courtesy in all this that was undisguised, and the voice revealed it plainer than the words. As soon as the posse had surrendered without a protest the extreme tension of the moment was over, all danger was passed, as it seemed. The band of robbers quite orderly picked up the revolvers and as orderly put them in their hip pockets.

Then the chief, the master spirit, marched around the table saying:

"Come on, gentlemen—follow me; and we will accompany you a little ways and then part company—I trust forever, but yet as friends."

On a wave of his hand the others of the gang quickly closed up the rear, and the whole band of men passed through the door into the outer darkness without a word.

Though it was stinging cold Day Adair did not notice it, so strung up was he. When he heard the order to depart, and when he saw them move toward the door, he decided it was best for him to leave his rather dangerous position as spy. So he quickly withdrew and taking a few rapid paces came upon a large old tree, behind which he concealed himself. The whole file of men passed within a few feet of him, but he was unobserved. He had rather peculiar feelings as the squad of dark, silent figures passed with quick pace. There was a reality and solemnity in this unexpected termination of the plot that struck him with force, mingled with a touch of anger. The tread of many feet upon the frozen ground fell upon his ears like blows and sent a quaver through his heart.

"I'll be dashed if that ain't coolness for you—I don't know," he mused as he left the tree and returned to the gay hall, where all were in complete and blissful ignorance of the mighty farce, bordering close upon tragedy, that had just been enacted there under their very noses. After this the gay dance had no interest for him, and very soon he and Clara were cantering home together through the biting air. Every now and then Day would give his horse a sudden cut with the rawhide, and without any apparent motive. He was moody all the way, and when he assisted Clara from her saddle he lifted his hat in a stiff good-night, mounted his horse and rode away.

The Longfellow disappeared after that night and were never seen in that vicinity again. Arlie Younger and Mrs. Virago Jones left the old log hotel next day, and nobody seemed to know

where they went. It is certain that neither Day nor Clara knew where they had gone.

After this, until the watering season opened up again the next summer, the old log inn was unoccupied, and stood a silent and grim specter of gay scenes forever past.

Anthony Barbary, Sheriff, never once in all his subsequent life, alluded to the thrilling events of that Christmas eve.

Day resumed his labors with a fuller idea of the unconquerable pluck and instant daring of robbers in general than he ever had before.

The story some way leaked out, of course, but not one of the posse ever mentioned it.

After Day and Clara had married he told her the part he played in this dangerous episode, and she observed with a shocked feeling:

"Day, what if you had been killed on that night?"

THE NATION'S FINANCIAL PLIGHT.

BY JOSE GROS.

Can anybody give us any good reason why any nation should ever run into debt? The most natural and essential right of a social organization is the power to tax. It cannot even begin to exist without that power, because it could not pay for the public needs which arise as soon as any number of men group themselves anywhere, for their own mutual advantage, as well as to satisfy their social instinct, their desire of intercommunication with each other. That very natural, essential power of taxation, so indispensable to the inception of anything above a group of savages, or a set of bandits, or pirates on the high seas, that power alone negatives the right of any nation or government to run into debt, to borrow any money from anybody, under any conditions whatsoever. If you have any doubts on the subject please rise, for a few moments, into the contemplation of all ethical law, and analyze the inevitable results of any public debt.

What can we notice in proportion as progress increases? That most wealth is being cornered by fewer and fewer people. Even if that brings a little increased comfort among 5, 10, 20 per cent, it brings greater relative poverty among 70 or 80 per cent. Some good is apt to come even from evil, because of the intense goodness of God's laws; but does that justify evil? Nay. Evil remains evil, all the same, and our duty to suppress it is greater than ever in proportion as we increase in knowledge, wealth and population. One of the distinctive features of progress has so far been the greater capacity of some to lend money, at in-

terest, of course. That corresponds to increase in monopoly land rents because of increase in population, and so increase competition for land to live and work upon. It follows, then, that all public loans shall simply benefit the few, who alone can lend money, at the expense of the many who cannot, and from the earnings of which all interest on such loans must necessarily come.

All ethics and justice is then repudiated in the case of public debts for the sake of escaping taxation. Take for instance the three national loans of the last two years. The interest to be paid by the people, to the few, for such loans, before they can be cancelled, shall amount to about \$125,000,000, and the people shall then have to pay yet to the few the \$162,000,000, the capital borrowed from the few to whom alone we give the power to accumulate wealth. All because we give to the few the bulk of the land supply, and so the power to collect land rents. The latter include franchise rents. The two make the evolution of interest on loans possible. Without the two all interest would rapidly vanish, because no permanent laws would be needed. There would remain something as transient loans among capitalistic workers, for their mutual accommodation, Paul, the lender of yesterday to John, becoming tomorrow the borrower from Paul, and vice versa. Nobody could be injured from that. Oh, if socialists and weak single taxers could only grasp all that!

Let us now drop to the consideration of the fact that in the last two years we have forced the government to borrow \$162,000,000. And why?

For three reasons. First—Because for about 7 years we have tried to be as extravagant as possible with our national expenses. Second—Because during the same period we have done our best to curtail our national revenue. Third—Because for over 16 years we have endeavored to organize the most idiotic monetary system that was ever concocted on the face of the earth. We have seen fit to proclaim that the American Congress was powerful enough to make silver as valuable as gold, regardless of all natural law and the laws of the principal commercial nations to whom we want to sell our products, and our securities, and our lands and our franchises.

We should now remind our readers that when we commenced, about 7 years ago, to be extravagant on one hand, and curtail the revenue on the other, we had a net surplus of \$328,000,000, on July 1, 1888, which we have been gradually eating up, until at the end of 1895 we had a deficit of about \$5,000,000, after taking into account that we have received \$182,000,000 from the sale of our above specified bonds with the face value of \$162,000,000. Including the cash received from such bonds we have a surplus of about \$177,000,000 at the beginning of 1896; but again we are forced to borrow, and propose to do so to the extent of \$100,000,000. Is that because we are afraid that our surplus is in danger of melting away? Not at all. It is simply because we say that the nation shall go to pieces if we don't keep at least \$100,000,000 in gold with which to make about \$1,000,000,000 in silver and paper money equal to gold.

Notice now that four times in the last two years our gold reserve has sunk to \$60,000,000, or less, from about \$100,000,000, or a little over. Yet, our exports of gold over imports, in the two years, have not been over \$40,000,000, about half the product of our gold mines. Who then takes away our gold from the Treasury? Our patriotic monopolists. How do they do that? By taking advantage of the laws they themselves have made, in virtue of which they can go to the Treasury and call for gold in exchange of almost any other kind of money they may see fit to saddle our Treasury with. Don't you see that we have to preserve the parity between forms of money essentially different in themselves? And that very parity prevents the Government from paying anything but gold, if its creditors insist upon having gold and nothing else.

Let us simplify the subject. Our monopolists, in the name of the people, have passed laws declaring that silver, etc., shall be equal to gold in value, and they, the monopolists, want nothing but gold. They can thus humbug both the Gov-

ernment and the people, because they control the money supply through that of our natural resources, the land in the cities, roads, mines, farms, etc.

Sometimes it seems as if we had not yet learned the A B C of political freedom or any other. For long years before our late war we expected to be all right if we only could suppress chattel slavery. During the war we expected to be all right if we could only preserve the Union. Ever since the war we have imagined that we would attain all happiness by taxing ourselves into destruction, through tariffs high enough to make the pauper workers abroad squeal for mercy, impoverishing them until they should be unable to buy our products at a fair price. And that is just what has happened. A number of years ago we took into our heads that happiness would be close at hand if we only coined a certain quantity of silver per annum. In '93 we thought that perhaps the road into happiness would open itself by simply stopping the coinage of silver. Now we feel in our bones that the Kingdom of Heaven shall certainly come if we only take into coining all the silver outside and inside the bowels of the earth.

The old Israelites trusted for happiness on the worship of the golden calf. We are divided on the subject. Some wish to hug the golden calf, and others the silver one. Very few do believe yet in happiness by demolishing all calves, all idols, all superstitions, all forms of favoritism, all restrictions, all dishonesty, all injustice, all humbug, and so all tariffs or taxes on labor, and so all monetary systems resting on the precious metals. We should call them the vile metals, because they constitute the symbol of human greed, and shall, as long as we use them for money purposes, when nature only intended them for ornaments.

But, what a dream the conceptions just mentioned do embody, in the eyes of some men. And why? Well, because for over thirty years one of the economic manias of our nation has been that we should export as much as possible in goods, and import as little as possible of them. We imagined the people abroad to have been born without business instincts, without the spirit of self-preservation, so that to send their steamers here in ballast, and considerable gold besides, in exchange for our own farm and manufactured productions. Suppose they had done that; suppose that they had placed three billions of dollars in gold under the protection of the American flag. At the end of a few years, having exhausted all their gold, and being unwilling to obtain goods from them to any extent (that is what protective tariffs mean) we would have had no foreign markets for our own products. The result would have

an intense commercial cataclysm, such as that produced by Thomas Jefferson's embargo, and far more fatal than that, because nations are today so situated that their international commerce is as vital to their existence as their internal one. Do you want a vivid proof of that, applied to us? You shall have it.

One of the saddest predicaments of this nation today is that as soon as our foreign friends, our customers, lose confidence in the stability of our monetary system, as soon as that takes place, they return to us some of their investments in this country, and stop making new investments. It happens then, between our customers abroad and ourselves, what takes place between Peter and John, when the former, the creditor and purchaser, is afraid that John, the debtor and settler, may become dishonest, and only deals with him in proportion as he, Peter, can sell to John at higher prices, and buy from him at lower figures than under normal commercial conditions. John, the debtor and seller, ourselves as a nation, suffers then from industrial stagnation. All is then less profitable, our buying from abroad and our selling there. We then have a partial embargo. That is all there is about it, that is, a

disagreement between ourselves and those stupid foreigners who don't want to deal with us for the sake of satisfying our own fancies and greed.

Is there any remedy for all that? Yes, and only one. The remedy is to be honest and sensible, not only between our nation as a whole and the others abroad, but among ourselves, that is between the classes toward the top and those toward the bottom. That means the suppression of our monopoly laws, by which we restrict all production and commerce, and thus compel the many to live on one-third of what they should have, and thus force 20 per cent. to be forever in debt to 2 per cent. The rest of the people are too poor to even run in debt. Not credit enough even for that.

In the order of God and that of nature there is but one road into solid prosperity, and that is, not to kill the hen that lays the golden egg, not to crush the bulk of all workers who produce the bulk of all wealth. We then need free land for all production, free roads for all transportation, and a money supply that cannot be controlled by any set of bankers or stockholders in silver or gold mines. We need freedom from all monopoly through equal justice and equal rights. A mere bagatelle.

JACK MASON'S LUCK.

BY "A CONDUCTOR'S WIFE."

It was at a small railroad station, among the hills of New Hampshire, that Jack Mason met Nannie Farrell. Jack always maintained that they did not meet "by chance," but that it was just a piece with the rest of his luck. Jack was conductor of the way-train, and had stopped that day at the station to take off freight. Walking forward to speak to his engineman, he caught sight of the daintiest little woman he had seen for many a day, standing at the crossing of a country road, or rather lane, which evidently led from a farm house, which you could see, partly hidden among the trees, about half a mile back from the station.

At the first glance, Jack had taken her for a child, who was afraid to cross in front of the engine, and with a smile on his handsome face—I was going to say—but to keep strictly to the truth. Jack was not handsome. A finer looking man it would be hard to find. He stood six feet in his stockings, but the beauty of his face was spoiled by an ugly scar, which extended from his eye to his temple; but he had that which was better by far, a thoughtful, honest face; a face which every woman and child trusted, and when Nannie

Farrell looked up at him when he asked her if she was afraid to cross, she thought she had never seen so good a face.

That was Jack's first meeting with her, but not his last. The agent at the station was postmaster, also, and Nannie came every day for her uncle's mail, and through that long, happy summer they had met many times, and the days that he did not see her had become black days to Jack. Every day he found it harder to refrain from taking her in his arms and telling her how dearly he loved her. She was such a tiny little thing—did not come up to Jack's shoulder, but when sitting in his caboose or in his room in the homeless, cheerless boarding house in which the greater part of his life had been passed, and the vision of a home with Nannie in it, with her loving welcome to meet him, would pass before his eyes, he would sadly shake his head and think such happiness could not be for him.

Jack had never known a home since he was a little chap. He had neither brother nor sister, and he had lost both parents before he was twelve years old, and from that time Jack Mason had roughed it for himself. But he had prospered.

In everything he had worked at he had succeeded, and now at the age of twenty-seven he was next in turn for promotion to a passenger train. "Jack Mason's good luck" had become proverbial.

During that summer he had learned Nannie's history. Like himself, she had lost both parents, and had come that spring to live with her uncle and aunt. Her mother had married much against her brother's wishes, and when she left the old farm house for a stranger he said he had washed his hands of her for good; but when word was sent him long years after that his sister was dead, leaving a daughter an orphan among strangers, he wrote and offered her a grudging welcome beneath his roof. He was a stern, reserved man, which is, I think, a characteristic of the dwellers among the New Hampshire hills; but cold and stern as he was, both he and his wife felt that the old farm had never seemed so cheerful or homelike as it had been since Nannie came. But Nannie did not intend to eat the bread of charity, and when the district school opened that fall she had taken her place in it as teacher. To say that she disliked it is putting it mildly, and when one day she told Jack, with tears in her eyes, that she was afraid, yes, actually afraid, of the big boys, almost men, of which her school was principally composed, he took both her hands in his and said: "Nannie, I need you much worse than those boys do. They can find another teacher, but I will never find another wife, and if you will not come to me I will have to go wifeless and homeless all my life. I cannot make you any fine speeches, dear; am hardly able to tell you how dearly I love you, but if you will come, Nannie, I promise you there will be no happier little wife in all New Hampshire." When Nannie looked up at him, with the smiles and tears struggling for victory on her face, and said: "You promise not to bully me like the boys do, Jack?" he knew his little wife was won, and in all the wide world that day Jack Mason envied no man.

Nannie was well aware that there was a bad half hour in store for her. Womanlike she had made up her mind to brave her uncle's anger alone, and had resolved to tell him that evening. Jack had said she must not keep him waiting longer than a month. He knew that would give him ample time to find and furnish the little home he had pictured to himself so often, and Nannie, feeling that she could not give up the school until another teacher had been found to take her place, knew there was no time to be lost telling her uncle, who was one of the school committee. Jack had wanted to take the telling on himself, but this Nannie would not allow.

She knew, or thought she knew, how angry her uncle would be, and until he had become reconciled to the idea of her marriage she did not want Jack to meet him. But that evening when, summoning up all her courage, she told him, his anger surpassed anything she had ever imagined. Finally, after his passion had exhausted itself, and he had nothing more left to say, he rose from the chair in which he had been sitting, every feature in his face convulsed with anger, and, standing in front of the trembling girl said, slowly: "I will not turn you out of my house to-night, as I feel tempted to do, but between now and sunset to-morrow you must make your choice. Give up that man, keep your school, and I will think no more of what has passed, or else as his intended wife my roof does not shelter you another night," and, turning, he left the room.

Her aunt had been present, a silent listener to what had passed, and as the sound of her husband's footsteps died away on the uncarpeted stairs she lifted her sad eyes from her knitting, and looking at Nannie, said: "You had better give him up."

With every nerve quivering like an aspen the half stunned girl said: "Aunt, he surely cannot mean it."

"Oh, yes, he does; he always means what he says. I ought to know; I have lived with him twenty-five years. When I came here I was young like you, full of happy hopes and plans for the future, and look at me now. I think nothing, hope nothing, fear nothing." After a short pause she repeated, "you had better give him up. Marriage is not what it is cracked up to be."

Nannie, looking at her aunt's careworn, hopeless face, and remembering the two tiny graves in the churchyard on the hill, felt that in her aunt's case, at least, "marriage was not what it was cracked up to be." Rising to leave the room she crossed over and gave her aunt a more loving good night than she had ever done yet. In the silence of her room that night Nannie had ample time to think over what was best to be done. The thought of giving up Jack had never entered her mind, although she knew well that if she gave him up and lived her life according to her uncle's wishes, that the old farm and the savings of many years would be hers some day, but the idea of waiting for "dead men's shoes" was very far from Nannie's mind, and as, toward morning, she fell into a troubled sleep, the last conscious thought she had was, that when she would see Jack everything would be all right.

Leaving for school before her usual time next morning, Nannie walked to the telegraph office and wired Jack to come, if possible, on the train

that reached there at eleven a. m., and putting one of her older pupils in charge, she walked towards the station to meet him. She knew he would come if he had gotten her message in time, and Jack didn't disappoint her. As he took her in his arms and asked her what was wrong, Nannie's self control gave way and with sobs that shook her from head to foot she told him her uncle's decision. The one thing that seemed to trouble her most was the thought that she was asking Jack to take her, as she had neither friends nor relatives to go to. But when, with loving kisses, he told her that the hour that would make her his wife would be the happiest one his life had ever known, Nannie was comforted. As she dismissed her school for the last time and walked toward that home which was to be her home no longer, her usual bright, cheerful spirits returned, and as she chattered to her aunt at the dinner table, her uncle sitting silent and morose, as was his usual custom, thought to himself, "no fear of her going away. Easier to manage than her mother." But he didn't know Nannie. Jack had said, "I will look for you on the five o'clock train. Don't bother about your clothes. Thank God I am able to give my wife everything she needs. I will go back on the next train to put a man on my run and get everything all ready. I will bring Mrs. Gordon, my landlady, with me to meet you, and please God in one hour's time you shall be Jack Mason's wife, and it won't fare well with the man or woman that talks rough to you then. You may not take to Mrs. Gordon at first, but I know she will be everything that is kind to you. To those that do not know her she appears

a hard, stern woman, and God knows she has enough to make her hard. Ten years ago you could not have found a happier home or a blither, cheerier woman than Alex. Gordon's wife, but a hand to hand fight with poverty will conquer the best of us. Alex. was a freight conductor, earning good pay, but unfortunately living up to it. One of the best of husbands and devoted to his family, and with but one failing, which was 'putting off till to-morrow what ought to be done to-day.' Friends (and he had many), who knew there was nothing being put away for a rainy day, had talked to him time and again about insuring his life, and he was always going to do it. 'Just wait,' he would say, 'till next pay-day, and I'll make everything all right for the wife and babies.' But that day never came, and when the hour came that he was brought home to her a crushed mass of humanity the broken-hearted woman didn't know where to turn for help. He was tended with loving care for many weeks, and then with tender hands carried to his last home. As the desolate woman left the churchyard, where they had laid all that was mortal of her husband, and entered her home to take upon herself the legacy he had left her of a multitude of debts, and four small, helpless children looking to her for bread, the poor soul's strength gave way, and falling upon her knees she cried, 'O, God, take me, too, I cannot face it.' The boys rallied round her, however, and to day she is doing fairly well. I have often wondered how Alex. could rest in his grave." And another resolution of how he would make everything safe for Nannie went to help pave a place we have often heard of.

TO BE CONTINUED.

OUR NEW YORK LETTER.

Holiday times have passed away, and we have finally settled down to struggle with the problems that a new year may unfold; and it is on the cards that these may turn out more momentous ones than usual. If we may judge by the holiday crowds—and they have usually been taken as an unfailling index of the state of affairs—1895 must have brought a fair measure of general prosperity, for it is a long time since the streets and shops have so swarmed with a busy and pleased looking mass of humanity. Last Christmas, there was a good deal of bustle in the shopping districts and more of the spirit of the season seemed to prevail than for several years before; but, somehow, one got the impression that people were out more to look at things than to buy, and in such

shopping as an ordinary wayfarer had the chance to observe, there was an evident disposition to hunt for bargains, to make a little money go the longest way in catering to the pleasure of those at home, such as almost everyone seeks to do to some extent at this season. It was distinctly a city crowd, too, as if the country people had not enough spare cash to make a visit to town worth doing, while this year the bucolic character was very clearly in the ascendant, and that popular tone which is so hard to analyze, but so plainly to be felt, was a happier and a livelier one.

By all rights, perhaps, we ought to be terribly in the dumps just now, because Chicago has captured the democratic convention from us, adding another trophy to the victory she won when the

World's fair was taken away after our promoters had actually begun to prepare for it. But in truth, the local interest here in either event, was but a languid one; and as to the convention, one scarcely heard it mentioned in ordinary circles. It was a committee of hotel men and newspapers, and big retail shoppers, with a few of the semi-public men who are drummed into an enterprise of this sort, that went to Washington and furnished the champagne that they dealt out to so little purpose. The lack of purely local pride which is so potent an obstacle to general interest in such things, is doubtless unhealthy from one point of view; from another, it is a sign of the broader interest which concerns itself with such a variety of affairs extending over so wide a territory, that whether a few thousand people more or less come to town is a matter of but little moment. At bottom, however, the cause for the indifference of New Yorkers in general to special events in which the majority of them have no immediate personal share, is the intense strain upon every citizen of our big town to secure his footing, which leaves him no time to engage in matters of purely sentimental pride, or to seek other diversions than those which are so plentifully provided for him as a matter of business.

It was this broader sense of affiliation with all parts of the country equally with one's home, and with about all the rest of the earth as well, that led popular sentiment here almost universally from the very beginning, to scoff at the war clouds which the good common sense of two nations has so quickly dissipated. We are so well acquainted with the Central and South American countries, through direct intercourse, that we realize more fully perhaps, than our fellow citizens in the interior, how utterly insignificant to us are our relations with them as compared with our relations toward Europe. For talk as we may, about the nation as a whole being interested in the Venezuelan dispute, on the abstract principles involved, it is always the selfish interest that actuates most of us in an affair of this sort. It is not the question as to whether England was unjustly bullying and grabbing—as she very probably was—but whether our own toes were being trodden upon; and without thinking the matter out very logically, (for the majority of men do not deal with questions that way), this view of the dispute unconsciously presented itself to people here as supremely ridiculous. Nor was there any trepidation as to our own position. Right on the seaboard, as we are, and apparently open to attack, we instinctively feel the power of the growth to which the nation has attained, to be its best safeguard; we realize—again without particularly arguing it out—

that we are as a people, so far beyond the pinafore days for which the Monroe doctrine was devised, as to make it as laughable a precaution for us now as would be for a grown man's protection, the little gates that we have to fix at our stairways to keep the babies from falling down. With all the talk there is about ships and guns and forts, and the extravagance in experimenting with expensive toys of this kind, whose real usefulness is purely a matter of speculation; we know down in the bottom of our hearts that when it is necessary for a great people to arouse itself, the getting together of the required tools is the easiest part of the job; and that, after all, the ever-increasing and interlacing bonds of trade are the surest protection against aggression.

Apparently, this conviction has scarcely been realized in other parts of the country, or congress would not be so ready to trump Mr. Cleveland's card, as its present attitude would indicate, but it is a view of the situation that is bound to spread as our citizens are brought by circumstances, to consider foreign relations more in accordance with their bearing upon existing conditions than from an historical viewpoint. As a people, we have always been too self-centered. The extent of our country and the variety of people which it contains, have relieved us of some of the worst consequences of this fault, have saved us from the gross provincialism of the more ignorant people in countries whose neighbors speak another language, for the most isolated amongst us do have some sort of intercourse with other people who look at things in a different way, and there is nothing like the attrition of minds to get rid of narrowness. But the lack of absolute necessity for rubbing up against other nations has often cost us not only the knowledge of those points in which other nations are as good or as great as ourselves, but also the full appreciation of our own greatness. Insular as England is, we might learn a lesson from her people in their readiness, for instance, to condemn the freebooter-like attack on the Boers, and to cast ridicule on her poet laureate's idiotic verses in praise of that attack.

Local interest on the Venezuelan affair has been almost entirely supplanted by interest in the new bond issue, although it cannot be said that the average man talks of subscribing, notwithstanding that this is ostensibly a "popular loan," which, of course, means only that it is likely to be distributed at once among the smaller banks instead of passing first through the hands of the larger ones. Until the bids have been opened and the subscriptions actually paid in, it is impossible to tell just how the deal is going to work; whether it will really replenish the treasury's stock of gold as

well as supplement its revenues, or will result as did the last open loan, in putting gold in through one channel only to take it out through another. In this part of the country, as in most others, the majority of the people are not rich and have an instinctive feeling of antagonism to the class who make up bond syndicates; indeed, our class distinctions are so much sharper than elsewhere, that probably the feeling is stronger. So that it is not surprising to note a general feeling of satisfaction in the idea that the syndicate has been "left;" nor is it surprising, in view of how mysterious a middle finance is to even those who have studied it, that there should be so little appreciation of what these bond issues really mean. This is that we are measuring all our transactions by two things, one of which costs twice as much labor to get as the other; that the only way to have these two standards of measurement mean the samething, is for somebody—which, of course, must be the nation as a whole—stand ready to endorse their equality; and that the only way to do this is for the nation as a whole to keep up a stock of the more expensive material, which it naturally can only get by from time to time paying a bonus for it, in one way or another.

The Langerman-Aub case, mentioned last month, would seem to have been a lesson to the hysterical type of woman not to play similar tricks, but only within a few days, a case something of the same sort, has got into the courts, though luckily the girl confessed to her lying be-

fore it had gone to such scandalous lengths. In this instance, too, as in the other, it was largely instigated by one of those meddling women who busy themselves with what they are pleased to think is philanthropic work. The philanthropist is apt to be a good deal of a public nuisance, with his or her incessant meddling in other people's affairs; but the philanthropic woman is especially a person the small amount of good done by whom is as a rule, far more than counterbalanced by the mischief she works. New York is particularly cursed with this type of woman, just as she is with her Berghs and Comstocks and Parkhursts; and like them, it is gravely to be suspected that the motive impulse is about equally divided between a desire to "boss things," and a craving for self advertisement. As has been suggested in previous correspondence, we are overrun by that sort of thing just now, and as a result, the epidemic of crime which has been mentioned in the last two of these letters, continues to spread; not only because of the actual inefficiency of the police under its present management, but also because of the reversal of the old rule, which by forbidding the crooks entrance to those parts of the city where rich hauls could be made, made it unprofitable for them to congregate here. However, a reaction is rapidly culminating, and doubtless in a year or two from now, our country friends may again feel safe from highway robbery when they visit us.

EDWARD J. SHRIVER.

FACES ON THE WALL.

The good old year is dying,
Going out with a rush of tears;
Sighing a requiem for those
Who have done with hopes and fears.
I am sitting alone in the gloaming,
As the shadows gently fall,
And the firelight flickers softly on
The faces on the wall.

I turn for a look at my faces—
My faces on the wall;
Thank God, New Year can bring them
No sorrows great or small.
They are safely housed and sheltered
In their Heavenly Father's home,
And I would not wish them back again,
Though I sit by the fire alone.

They come to me every evening;
They gather around my chair;
They take their places at my side—
I know that they are there.
They give me loving glances,
While the shadows softly fall,
And I gaze through a mist of tender tears
At my faces on the wall.

The time seems long in coming,
As I sit by the fire alone,
And I grow very weary
And long for my welcome home.
The New Year brings its gifts to some—
Its pleasures great and small,
But I only ask that it takes me to
My faces on the wall.

MARIE T. TAYLOR.



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CORPORATE RAPACITY

No stronger example of the conscienceless greed of corporations has been brought to light of late years, than that of the Water & Gas Company, of Duluth, Minn. For the good name of our common humanity, it is to be hoped that the reports of the acts of this company have been exaggerated and that its members are not so black as they have been painted. So far as can be learned from the published reports, this company has been furnishing Duluth with water for years, under an exclusive franchise. More or less dissatisfaction was expressed from time to time with the service and the water furnished, but, as is always the case with such monopolies, little difficulty was experienced in keeping practical control of the city government and in crushing out all criticism, until repeated epidemics of typhoid fever aroused the entire people to the need for an immediate reform. During November and December of last year 762 cases of this terrible disease were reported to the Board of Health, and the chairman estimates that the unreported cases would bring the total fully up to 1,000. Of these a large number were fatal and the percentage of death grew so rapidly that the citizens became almost panic stricken. Responsible gentlemen, who were authority upon such subjects, ascribed the epidemic to the water furnished the city, and public feeling speedily grew to such a pitch that even those officials who had been most eager to excuse and defend the company, were forced to join in demanding an investigation. True to the instincts common to such organizations, the officers of the company sought by bluff and bluster, to prevent examination of their business methods, but the

public patience was exhausted and every subterfuge failed. The entire works were thrown open for inspection, when it was found the half of the horrible truth had not been told. Each of the supply wells and reservoirs was partially filled with decaying animal and vegetable matter sufficient to impregnate all the water used in the city with disease germs. As if this were not enough, it was also found that the supply pipes ran only far enough into the lake to catch the worst of the city sewage, and this was being pumped back through the mains for general consumption. When all this rottenness had been uncovered, there was no longer wonder at the number of deaths, the only wonder was that any were left alive.

It is difficult to believe that any man or set of men could be found in a civilized community who would participate in such an atrocity as this. The beneficiaries of a great public function with the waves of the greatest body of fresh water on earth, beating almost against the doors of their pumping stations, they preferred to poison an entire city rather than extend their supply pipes a few hundred feet into the lake beyond the flow of sewage. The holders of an exclusive franchise which was rapidly making them rich at the expense of others, they could calmly see their friends and neighbors stricken down by hundreds every year through their agency, in order that the few dollars necessary to cleanse their reservoirs might be saved and added to their dividends. It is impossible to measure such moral turpitude as this, and our laws provide no penalty adequate for its punishment. The lawless savages who are making

a pastime of butchering helpless women and children in Armenia are christians, and the worst criminals of history become angels of light when compared with men who would accept wealth at such a price. It is no wonder that the people of Duluth finally became desperate, and are now seeking not only to obliterate this nefarious institution, but to make the men who conducted it personally responsible for the crimes they have committed.

In considering the melancholy conditions which exist at Duluth, it may be well to remember that that city only stands alone in this regard because the rottenness in this branch of its public service has been uncovered. It would be obviously unfair to say that all the men who are piling up

wealth from municipal franchises would become willing partners in such horrors as have here been disclosed, but it is safe to assume that many of the cities in this country are quietly submitting to outrages only second to those we have been considering. Every such example carries its lesson, and cities are slowly but surely learning the dangers which must follow any attempt to turn a public function into a source of private, and especially corporate, revenue exclusively. Costly experience is beginning to force home the wisdom of keeping all the rights of the community forever within the power of the community, and when this truth has been generally accepted as a working principle, there will be no temptation to repeat the disgraceful atrocity from which Duluth is still suffering

ORIENTAL COMPETITION A MENACE TO OUR WAGEWORKERS.

If the judgment of some of the brightest and most observing of our travelers and writers is to be accepted, the artisans of Japan will soon become the most dangerous of the competitors American workmen need to fear. A number of these gentlemen have recently discussed this question with great clearness and force in the columns of the daily press, and it must be admitted that they have made a *prima facie* case which is entitled to the most thoughtful consideration. In their analysis of the Japanese character, they are united in describing them as a patient, order loving, industrious and contented people. The cost of living with them is but a fraction of what it is with us, and their labor is correspondingly cheap. They have been trained workmen with tools for generations, and while lacking somewhat in the inventive faculty, are quick to measure the value of an invention and, as they have no regard for patents or copyrights, the inventive genius of the world is at their command to supply all deficiencies. Possessed of a naturally keen commercial instinct, they had no sooner broken down the barriers which had hedged them in from the outside world for centuries, than they commenced to realize the advantages the skill of their laborers, and the extremely low wage rate gave them in the markets of the world. With a very un-oriental readiness they at once began to follow out these promptings, and already their competition is beginning to be felt in quarters where it was least expected. It is said that they are now exporting bicycles, made in exact duplicate of English and American models, which can be sold at a profit for \$10.50, wholesale. For centuries they have been among the most expert workers in steel, and, according to the same authority, their surgical instruments

and finer cutlery are now competing with American makes at 25 per cent of the cost of the latter. Their buttons sell in San Francisco for 20 per cent of the cost of manufacturing them here, and matches made by them sell for the cost of the boxes in this country.

If their imports could be kept within present limits, both as to amount and kind, there would perhaps, be no cause for alarm, but they are constantly reaching out into new fields, and there seems to be no limit to their ambitions. Such competition as this touches one of the most vital points of our social economy, and its dangers cannot be brought home to the men most in danger too often nor too forcibly. If there is anything in the condition of the American workman which raises him above the level of his fellows in other countries, it is founded on the wage rate he receives and the higher standard of living made possible thereby, together with the political privileges he enjoys. It may be a truism but it is none the less fundamental, that the perpetuity of such governmental institutions as ours must ever rest upon a contented, prosperous and high-minded working people, and all who feel the least spark of the divine fire of patriotism must view with alarm the introduction of any agent which threatens to lower that standard. It is evident that our workmen cannot long compete with artisans equally skilled, by whom \$3 per week is regarded as generous pay, and maintain their present wage schedules. The dangers arising from competition with the pauper labor of Europe, about which our politicians have had so much to say, are nothing compared to this threatened influx from the Orient. Just what the relief should be can hardly be determined at this

time, as the situation is full of difficulties. The difference in the cost of production is so great that any tariff restriction, to be effective, must be so high as to absolutely shut out all other foreign nations and that would not save the general markets for our workers unless the other nations would adopt the same restrictions. Some such general prohibition as that now in force against the immigration of the Chinese might be adopted, but that is an extreme measure and should only be accepted as a last resort.

It may be some satisfaction to know that we are

not alone in our extremity. The people of Australia are beginning to feel the effects of this new Japanese commercial crusade, and are casting about for some means by which to avoid its evils. If the present average of growth is maintained, it will not be long until others will be feeling the same burdens, and out of the common danger may grow a common safeguard. It is a question worthy of the most careful study by all who feel any of the promptings of public spirit, and it should not be allowed to lag until some means are found for preserving to our working people their birthright of independent and honorable living.

A PENAL COLONY ADVOCATED.

The question of how to dispose of our convicts so as to keep them self-sustaining and, at the same time, prevent them from coming in competition with honest labor, is one of the most important of the many facing the working people of this country today. It should be kept constantly in mind and no opportunity should be lost for forcing its importance home upon our legislators, to the end that the best possible way out of the difficulty may speedily be found. The last issue of the *Express Gazette* devotes considerable space to the discussion of this question, and urges the establishment of a penal colony in Alaska as its most promising solution. The writer bases his argument upon the assertion that present reformatory methods have proven dismal failures, and that it is evident some other plan must be found before society can be relieved from this incubus. Admitting the harshness of the penal colony punishment, he would confine it to "old timers" only, who have been convicted of serious crimes, and who have become

so thoroughly habituated to evil ways that nothing short of severe treatment offers any hope of reform. By the removal of these men to some such colony, he argues, they would be banished in fact as they now are in theory, all those sentimental influences arising from feminine hysterics and mistaken philanthropy which now undoubtedly add to the commission of crime would be rendered nugatory, and their terms of service would contain something of actual atonement for their wrongs against society. More than this, they would no longer be allowed to come in contact with and contaminate the young and less hardened offenders. The gold mines in that country could be reserved for the government, and, by their labor, made a source of public revenue, and they could be employed in other ways to the general advantage without conflicting with the interests of honest workmen. This may not be the perfect plan, but there is reason in many of the arguments advanced in its favor, and it certainly is worthy of thoughtful consideration.

THE PRESENT UNREST SIGNIFICANT.

It seems to be the universal opinion of our most philosophical thinkers that there is an established purpose behind all human institutions and that all of them in their time serve mankind as it could have been done in no other way. It is doubtless but a consistent part of our human nature to look upon the agencies which have been used and thrown aside in the past as worse than useless, if not decidedly dangerous, simply because they would not meet the requirements of our particular time. This, however, according to the doctors, is clearly an unphilosophical method of reasoning and should be discouraged. Among the many other agencies that have contributed to the growth of our civilization there is, perhaps, no one upon

which more opprobrium has been heaped than that peculiar social condition known as feudalism. In a recent publication Prof. Albion W. Small comes to the rescue of this and similar institutions, speaking in part as follows:

Such an institution as feudalism, for example, served its purpose as a division of labor between various warriors and magistrates on one hand, and the tillers of the soil on the other. When the world grew more compact, when causes of war affected larger populations in common, when peaceful intercourse rather than perpetual feud was the obvious interest of great people, the feudal machinery became first cumbrous, then obstructive, then oppressive. The occupation of the lords was gone. Work for different kinds of social agents had appeared. In the long struggle to rid themselves of the burden, men almost let go the memory that it had ever been a blessing. Every class, occupation and institution, past and present, is a specific application or perversion of this unwritten law of reciprocal human agency. The presumption behind our political, industrial, civil, educational and ecclesiastical

order is that it is the best arrangement at present producible to secure from each member of society the quality and quantity of work which each is best fitted to render in return for the services of society as a whole.

The deduction reached by Prof. Small in his closing sentence would perhaps more nearly meet general approbation if slightly amended. If he had said that our social order was, or at some time had been, the best producible to secure the ends for which it was aimed, he would have been nearer the exact truth. The law of growth and decay inheres in all the elements of our social organization as thoroughly as it does in the material world. Institutions are born, grow into the service of mankind and, having lost their serving powers, become an incubus upon the men they have benefited, until those men gain strength and determination to throw them off. This was, perhaps, never more clearly demonstrated than in the case of the action of the feudal system among the French people. When the conditions were right, the French people under this system were enabled to build up one of the greatest monarchies of the then known earth, but in so doing they rapidly outgrew the very institution under which they began to prosper. In a few years, comparatively speaking, feudalism, from being an aid, became a means of oppression, under which France groaned and suffered until relief was found, through the bloody avenues of the revolution.

Evidences of the same unrest and disquietude are to be seen among our own people today. So noticeable has this become that even the politicians are beginning to take cognizance of it and a few of the bolder ones have dared to point out the danger together with the only way for our national safety. Among the most pertinent of these expressions is the following from Congressman Bynum, of Indiana:

The election results for the last few years indicate, to my mind, an unrest among the people of this country that ought to set us thinking. This unrest leads the people to strike at the party in power. We see it in municipal elections, in state elections and in national elections. In any other form of government except a republic this unrest would break out in revolution. I attribute these sudden turns in elections to the unrest of the people. The great combinations of wealth in this country are leading the common people to strike back, and it is only natural

that they should strike the party in power, no matter what it may be.

We are doubtless all agreed that Mr. Bynum has here struck at the root of the matter. It is unquestionably true that in their time corporations and other great combinations of capital have played an important part in the wonderful growth of our nation. For some years, however, the feeling has been gaining ground among our people that these organizations have ceased to be of general use and are now but little, if any, better than the direct oppressors of the working classes. The growing disposition among our law makers and the judges, whose duty it is to interpret the law when made, to force every agency in their command to the support of the money makers as against the simple manhood of the country, has intensified this feeling. Distrust has grown until it now matters little what the reputation any set of men for honesty, and even philanthropy, may be, when once they are combined for the purpose of personal gain, they are immediately made the objects of double suspicion by the people at large. The corporations are themselves to blame, in a large measure, for this feeling, since they have lost no opportunity to enrich themselves, regardless of the rights they might invade or the suffering they might cause. The keenest students of our social economy are united in the opinion that a change must come, and it doubtless rests with the action taken during the next few years, whether that change will be a peaceful one or not. It would seem to be the part of wisdom for these combinations of capital to accept the situation as it is and voluntarily take such steps as will lead to their re-establishment in the confidence of the people. If present conditions continue it is only a question of time until they will be arbitrarily divested of the many unlawful and unrighteous functions they are now exercising, if they are not put to the extremity of annihilation, as seems likely to be the case with the grasping and conscienceless corporation recently engaged in selling poison under the guise of water to the citizens of Duluth.

ARBITRATION THE ONLY RATIONAL RECOURSE.

All present indications point to a victory for the principle of arbitration in the outcome of the English-Venezuelan embroglio. It may be that England is only attempting to postpone definite action until she can prepare to take stand against interference by our government, but just now all the talk on "the tight little isle" is for peaceful settlement, and that can only mean some form of

arbitration. There can be no question but this principle has come into the world to stay. Every new cause entrusted to it for settlement adds to its standing, and the more firmly establishes it as the ultimate and universal substitute for strife. It is the logical solution for all differences of opinion and interest between man and man, and such differences will continue to arise so long

as men are independent, thinking beings. It has sometimes happened that an appeal to arms has resulted in advancing the cause of justice and in improving the conditions surrounding a people or a race, but too often it has accomplished nothing beyond determining which of two contending factions was the stronger or the more fortunate. Even when great principles have been at stake, the price has invariably been a heavy one, and the millions of lives and treasure sacrificed to further the ends of aggression, ambition or idle vanity, will ever stand as a striking commentary upon the inherent weakness of the race. It would be folly to expect absolute justice from any merely human

agency, but honest arbitration can nearly always be secured, and so far as is possible under our limitations justice may be expected from it. At the very worst it will be preferable to the mildest form of war, when anything short of life, liberty or honor is at stake, and the difference in the price to be paid must commend it to every lover of his fellow man. All will hail the day when arbitration becomes the universal court before which will be brought all personal and national difficulties, and, as a great step in that direction, we hope to see the causes now dividing the greatest nations of civilization submitted to this arbitration.

JUDICIARY VOTE MAKING.

The greed for votes in this glorious country of ours is not confined to the politicians who make open traffic of the franchise. Its most dangerous expression is to be found in the courts where too many of the judges are willing to prostitute their high office for purely personal or party advantage. So pliant have these officials been in response to the demands of political tricksters that in many of the states there now remain but little, if any, of the guards interposed by the constitution against the hasty naturalization of foreigners, no matter how dangerous they may be to our institutions. No secret is made of the fact that in many portions of our country hundreds of ignorant and unqualified immigrants are herded through the courts and turned out full-fledged citizens, when the least care in examination would show them to be unqualified for the privilege either by character, education or residence. With this the general practice rather than the exception, it is refreshing to find a judge who refuses to become a party to such treason against American citizenship. Judge Pryor, of New York, in examining a number of applicants for naturalization recently, refused all but two of them because they could not read the constitution in the English language. One of the two accepted was a sub

ject of Queen Victoria, and the judge asked him, in addition to the usual questions, for which country he would fight in case of war. When he openly gave his allegiance to the United States his papers were at once issued, but it is pretty safe to assume that a different answer would have left him still an Englishman. While such restrictions as Judge Pryor imposed may not come within the technical requirements of the law, they are in happy consonance with the enlightened, patriotic Americanism of to-day. There is a growing feeling, especially among native born Americans, that citizenship in this country should be so highly prized and so strictly guarded as to be within the reach of only the most worthy of other nations. We have already lightly conferred this inestimable boon upon too many of the ignorant and vicious, and the time has come when we should refuse to allow the introduction of any more such poison into the blood of the body politic. Doubtless the vote-mongers will not approve of such limitations, but all who appreciate the value of American citizenship, and hope to see it grow into the greatest political boon possible to confer on man, will not only give them cordial support but will urge that they be made more stringent with the passage of every year.

ORGANIZATION A MORAL FORCE.

While the essence of a labor organization is undoubtedly material and its central purpose is to secure for its members the highest possible proportion of the product of their labor, it yet has its moral side, which cannot be too often mentioned nor too highly emphasized. In fact, there is a moral bearing even to the material side of the question, which of itself is worthy of consideration.

Unless a man is in receipt of wages sufficient to give him an independent living and comfort for his family, it is impossible for him to reach that plane of citizenship which alone can make him a valuable member of the community. He must also receive enough to enable him to educate his children and start them in the direction of a right citizenship, or they are liable to become public

charges either through ignorance or vice. Experience has shown, however, that there are influences connected with all forms of rightly organized labor which tend in themselves to elevate the moral standing of the members. No one will dispute the fact that there is less drunkenness among working men than there was before the era of organization opened, and this is doubtless due to the fact that the organizations are constantly working and using every influence in the direction of sobriety. At one time it was argued against the plea for a shorter work day that more hours of leisure only meant a double opportunity for dissipation, but the contrary has proven to be true. The membership of the crafts enjoying the greatest privileges in this direction are a constant demonstration of the value of shorter hours of labor as a means of moral growth for men. Through the same channels influences are brought to bear upon the members, urging them to educate in all general lines and particularly in

those lines of social and political economy pertaining to the rights of citizenship. As a result, the men who make up the more advanced labor bodies of the world may well stand comparison with their brothers in all these particulars and every such comparison cannot be but to the advantage of the cause of organization. The difference in the condition of organized and unorganized workmen would be more readily apparent if it were not for the fact that under present conditions those who have refused to join in bearing the burden have been enabled to reap many of the advantages arising from co-operation. These advantages, however, are growing more apparent year by year, and the constant trend of the sentiment among the laboring classes is bringing them closer and closer together. The time is undoubtedly not far distant when a great majority of working men will be enlisted in support of the common cause, and when that time comes many of the ills which they now suffer will have become history.

COLLECTIVISM AT CARDIFF.

Among the many features of the recent convention of the A. F. of L. not the least interesting was the report made by Messrs. Gompers and McGuire of their official visit as delegates to the British Trades Union Congress, held at Cardiff, Wales, last September. Both of these gentlemen are able and conscientious students of all phases of the labor question and it would have been difficult to have appointed two men from the vast membership of that organization better qualified to draw the most valuable lessons from the doings and opinions of their brothers abroad. Both are fearless advocates of whatever they regard as being for the best interests of trade unionism and it is accordingly significant that they should have found so little in the English methods that could be transplanted with undoubted benefit. All who have followed the course of social questions, both here and in England, will remember with what avidity the resolution passed by the Congress at Norwich in favor of collectivism was seized upon by the disciples of that faith as a definite endorsement. No opportunity has been lost in this country during the past year of citing this action and urging it upon the trades unionists as a proper model for them to follow. While these attempts at propagandism by the American collectivists have been attended with very little success and in fact, but little better than downright defeat, yet in view of their generous claims, it may not be out of place to call attention to the Waterloo

their cause suffered at Cardiff. In their report, Messrs. Gompers and McGuire give especial prominence to the defeat of a resolution in favor of the nationalization of the land and the means of production, the majority against it being 421.-000. This is unquestionably a decided change in expressed opinion from that of the year before and it is explained by these gentlemen at some length. Under the old system of representation, consisting of one delegate from each subsidiary organization, regardless of its size, it very often happened that a minority of the general membership positively controlled the actions of the congress. In addition, many of the delegates voted for the collectivist resolution at first because they thought it would do no harm to the union but would help it by bringing all the radical elements into harmony with the general movement. In closing this subject the report says: "It was found that after the close of that congress those who had secured the passage of the resolution proclaimed that the adoption of the resolution carried with it the declaration that the trades unions were old and effete institutions; that their methods and tactics to secure better conditions for the workers were thereafter to be eschewed, and new lines, that of building a political party, founded upon socialistic theories, was to be the principal work of the trades unions. When the trade unionists realized the full extent of the purpose of the resolution, they determined upon some course to demonstrate their true sentiments and

belief. It is but proper that we should also report to you that, in conference with a number of delegates, they candidly admitted that the adoption of the collectivist resolution at Norwich was a mistake, but that 'it would not do to acknowledge it to the world'."

It will be seen from this that the followers of this philosophy have very little reason to feel gratified by the action of the Cardiff Congress,

and there is just as little reason for self-congratulation upon the endorsement given them by the A. F. of L. Convention. It is evident that the working people of this country, as well as of England, are not to be taken in by any such high sounding, but illogical, scheme, miscalled philosophy, and their sober judgment may be relied upon to keep them from any entanglement in its vagaries, under present conditions, at least.

"ABUSE OF THE MAILS."

One of the evils which the present congress should remedy, is that arising from concessions in the way of cheap postage granted to the publishers of trashy novels and other so-called periodicals of equal worthlessness. A few of the great dailies of the country are fighting this abuse of the mails, and if all would unite in its condemnation, there might be hope of securing a speedy reform. In this connection the attention of our readers is called to the following forcible arraignment of a mistaken policy, contained in a recent issue of the Cincinnati *Times-Star*:

"Why should the government of the United States continue to make enormous sacrifices in behalf of the cheap literature publishers—sacrifices that amount to not less than \$20,000,000 annually? With rare exceptions, there is not a copy of the above books regularly sent out once a month or fortnight as second-class matter, that does not make the reader worse for the reading. They constitute an intolerable lot of erotic stuff that ought to be regarded as contraband the moment they leave the presses. Anthony Comstock has succeeded in having condemned to the pyre thousands of volumes of better books than are the great mass of those now carried as second-class matter by the United States mails. The deficit in the Postoffice Department this year is enormous, while but for the burden of erotic rot from American publishers, there might be a surplus. But for this tremendous burden the people of America might enjoy a reduction of letter postage to one cent. The expensive concession made to the publishers of cheap literature should be repealed."

BROTHER MARTIN CLANCY.

Who is the present Grand Secretary and Treasurer of our Order, and whose portrait forms the frontispiece of this number of THE CONDUCTOR, was born at Geneva, N. Y., Sept. 16, 1843. His mother died when he was four years of age, his father when he was eleven. He lived near Norwich, N. Y., until August 28, 1861, when he enlisted as a private in Co. K, 17th N. Y. Volunteers. On April 24, 1863, he was transferred to the 146th N. Y. Volunteers, where he served until the close of the war, retiring from the service as Second Lieutenant.

In July, 1865, he began railroading as a brake-

man, on the old A. & G. W. R. R., was promoted to conductor September 1, 1866, and was in the same service up to May, 1895; was extra passenger conductor from 1872 to 1876, when he was given a regular passenger run, which position he held up to the time of his election to the office of G. S. & T.

He was a charter member of Keystone Division, No. 32, at Meadville, Pa.; was elected a member of the Executive Committee by the Grand Division at Denver in 1889, and was a member of that committee (afterward the Board of Trustees), and its chairman at the time of his election to his present position.

The convention of the A. F. of L., recently closed, did a good work in settling up all internal feuds before final adjournment. Some of these differences had been standing for years, and their presence could not be but a constant hindrance to the perfect workings of the organization. With them out of the way, with the contending factions on the way to a closer union than ever before, and with all the membership earnestly supporting the convention's central thought, "Unite, Organize and Federate," the coming year should easily be

made the most fruitful in all the history of the Federation.

Every indication which points to better business conditions during the present year, must be of interest to labor generally. As one of these the *Railroad Car Journal* notes the promise of a great increase in car building before the end of the next six months. During the continuation of the hard times, the roads of the country allowed their equipment to depreciate far below what would have

been necessary in the course of ordinary business, and as a result of this policy they must soon begin to build up again or be left without the facilities for handling their traffic. The lowest mark was reached in '94, when only 17,000 cars were built, but this was increased to 61,000 last year, and all the present indications go to show that this figure will be advanced to at least 100,000 during the coming twelve months. It is to be hoped that all these promises will be more than met, and that the year '96 will prove to be the busiest on record for all classes of railroad men.

Some startling developments on the question of child labor are promised when the report of the Reinhard investigating committee is made public. This committee was appointed by the last New York legislature to investigate the condition of labor in New York city, and report thereon to the present assembly. Their report was not completed until a few days since, and has not been made public as yet, but it is known that they have uncovered some serious abuses in the employment of children in the large mercantile and manufacturing establishments. This is the more unexpected since it was thought the factory inspection law was giving the children perfect protection. One of the requirements of this law is that no child shall be employed without an affidavit from its parents that it is more than fourteen years of age, and this is the one said to be most frequently violated. The report is said to be a strong one, and to deal with all these questions without gloves. Feeling in that state is very strong regarding such abuses as this, especially among the members of organized labor, and no pains will be spared to secure such amendments as will make the law effective.

The German postal authorities have recently adoted an ingenious contrivance called a "postage adder," which is expected to work a great saving in both time and money for that service. It is thought the "adder" will, in a great measure, do away with the stamp, and will be of especial service to firms and corporations doing a large business by mail. The apparatus consists of a box small enough for desk use showing dials registering number and value of the stamps and containing dies for all the stamps in ordinary use, together with a separate clock work attachment for marking the day and hour. The letter is placed in the slot, and by pressing a button the operator stamps upon it the necessary amount of postage, the time and the private mark of the firm. All this can be done in less than two seconds, and it is estimated that an expert can stamp 2,000 letters per hour on one of these ma-

chines. At the end of each week the machines at the various business houses are visited by one of the postal authorities and the readings taken just as is now done by the gas and water inspectors, and a record kept of the results. The advantages of the new system are said to be: Doing away with a large proportion of the stamps; giving large dealers an opportunity to settle for postage once a month and the saving to the postal authorities of the time and work necessary for the canceling of the stamps. The fact that the time dial can only be opened by the authorities gives them a check against fraud, and makes the use of the machine comparatively safe. The German authorities are confident that the new invention will work a great change for the better in their postal service and its success or failure will be waited with much interest by the men who have charge of the same department of the public service in other countries.

If the members of the present congress wish to do their full duty they will not allow the session to close without giving the trusts with which this country is afflicted some portion of the attention now their due. Not the least among these is the tobacco concern, which ranks well up with the very first, both in wealth and open disregard of the law. Knowing that under present conditions the law can have no terrors for them, the men making up this illegal combine have not attempted to disguise their purpose, but have openly boasted of the amount of their capital, and the number of factories they control. Not only this, but they have taken it upon themselves to declare war against union labor, and are equally bold in announcing what they expect to accomplish in this line through the mere weight of their organization. Laboring men should retaliate by refusing to use their output until it bears the union label, but they should not be content with this. Let all the union forces of the country unite in demanding the overthrow, not only of this but of every other similar unlawful combination, and let the fight be maintained until the last one of the men concerned has been compelled to comply with the law, or is serving time for his crime, the same as the poor man is obliged to do when he dares to break over the least of his obligations to society.

During the next ten months the history of this country will largely be made up of politics and it would seem that no better time could be found for organized labor to make an essay in that important field of human action. Strong as our organizations are and great as their influence must be, if exerted as a unit, it would be obviously impossible

for them to cast much weight in the selection of our next president. There is a field, however, where they may put forth their best efforts with the greatest probabilities of success, and that is, in the selection of the members of the next congress. There is hardly a congressional district in this nation where labor, working as one man, could not turn the tide in favor of the congressional candidate it might select. No elaborate scheme of organization is necessary, nor need the unions, as such, be brought into the fight. The plan adopted by the railroad men of New Jersey last fall, and reviewed at length in these columns, is easily put in practice and has already demon-

strated its efficiency in the test of actual conflict. Working men of all classes are naturally turning to each other for support in these matters and their disposition toward such organization is now so pronounced that little difficulty would be found in bringing them together. All that is needed is for some man or men of established reputation to take the lead and elevate the standard of labor and they would readily flock to its support. Now is the time to commence the discussion of these matters and they should not be allowed to rest until, for once, in the history of this nation, the men who make its wealth are in a position to name the men who make its laws.

COMMENT.

The following item, from the "Strictly Business" column of a prominent Detroit daily, deserves quotation: "I have learned on good authority that one of the largest shoe manufacturers in Lynn, Mass., who manufactures ladies' fine shoes and does a business of \$1,200,000 a year, proposes to move his factory from that hot bed of shoemaking to Cincinnati, Ohio. There's the text for an article on the shoe business moving west. Detroit was one of the first western cities to begin making shoes. Any number of factories have been started, but today we have only one of any size. Cincinnati has always been a good shoe manufacturing town, and up to about eight years ago had a very strong labor union. This proved so burdensome and exacting that the manufacturers combined and declared war. It was one of the most protracted and hard fought battles in shoe-manufacturing history, but the manufacturers triumphed, and since then Cincinnati has been the one point in the United States where shoes could be made cheaply. There is no labor organization, and the manufacturers control the situation and make their own prices. * * * The proposed move of a Lynn manufacturer from the oldest point of shoe manufacturing in the country to one of the newest, to avail himself of cheap labor, is exceedingly interesting, and I understand that if he is successful in the move several other large firms will follow from the same and other eastern points. It is a matter that has been more discussed than anything else among shoe men during the past two weeks."

* * *

Here is a text for a sermon on trade unionism. It is stated that on account of absence of organization among the workers Cincinnati has built up the shoe manufacturing industry to an enormous

point. It has thirty factories, some of them the largest in the country; the output of one firm alone being upwards of \$2,000,000 annually. This is because "the manufacturers control the situation." They can get plenty of cheap labor, and control their own prices, thus being in a position to meet all the competitive conditions of the market. Now, in view of the statements above quoted, which are those of "a prominent shoe manufacturer," it would be in order for those persons who are continually prating about mutuality of interests between employers and employees, cheap production being a result of high wages, etc., to go and soak their heads. Cheap production doesn't follow high wages in modern machine industry to any great extent, and unless it is to the interest of the workers to submit themselves quietly to the conditions which competition imposes, and sacrifice their lives to the juggernaut of industry, work for any wages which will keep life in their wretched bodies, in order that their employer may be able to meet competition and keep his factory going, then their interests are not the same as those of their employer. Incidentally, it may be remarked, however, that this is exactly the way in which the question presents itself to the mind of the average factory lord. He believes it is to the interest of his employees to adjust themselves quietly to the competitive wage, because it will thus be easier for him to furnish them with work; and this is what he means when he talks of mutuality of interests between himself and his employees. Work! Who wants work? A man can't live and support a family on mere work. It isn't work that's wanted it's a chance to obtain a living. If competitive conditions force wages down to the point where it is impossible for men to live, then their work is of no use to them. It is only a curse, a method

of slow death. If they must starve, they might as well starve in idleness as to starve while working. This is a point which is often overlooked by your modern factory lord who considers himself the benefactor of his employes because he gives them work. But from this standpoint, organization is of no benefit, but rather a curse to the workers, and is bound to be so until organization becomes co-extensive with the possible opportunities for employment. See its operation in this case. Presumably the shoe workers of Lynn have a strong organization, and are able to force the manufacturers of that town to pay, at least, living wages. But this very fact, taken in connection with the other fact that their organization is not co extensive with the possible opportunities for employment, has an effect to deprive them of the very means of their existence, restrict their opportunities for employment, deprive them of work. There is cheap labor in Cincinnati, and by removing there the Lynn manufacturer renders the organization of the Lynn shoe workers of no account. Of what benefit is it to these workers to know that they have a strong organization, and are able to maintain a living rate of wages, when the employment on which they depend is moved away from under their very noses? In order to continue in work they must follow the factory to Cincinnati, and there they must work cheap; they have no organization to protect them. The moral of this or the lesson which it teaches, is the absolute necessity for the complete unity and cohesiveness of labor organizations throughout the entire country. When the workers are able to dictate conditions of employment at all points, then there will be no motive for manufacturers to move about the country in search of cheap labor. Were the workers of Cincinnati properly organized the Lynn workers would not be deprived of their positions, because the manufacturers might then remain in Lynn as well as to go to Cincinnati. As it is, the manufacturers move, and it is altogether likely that they will not be under a cent of expense for so doing. For, following the custom in such matters, the good citizens of Cincinnati will probably raise a substantial bonus to reimburse the manufacturer for the expense of moving. Either this, or they will furnish him with a free site for his factory, guarantee him immunity from taxation for a term of years, or give other substantial inducements, all on the theory that it is a good thing for the city to build up a great industry and bring in factories which will furnish work for idle labor. "What fools these mortals be!"

* * *

We have had considerable of a war scare lately,

and the excess of military ardor which has been displayed in different portions of the country would almost lead one to believe that the country was in immediate and pressing danger of war with Great Britain. This would certainly be a calamity—war is always a calamity, though sometimes a necessity—but it is a calamity which need not be feared just at present. England has the history of an exceedingly warlike power, but her wars have always been undertaken with a substantial end in view, and she has never yet been known to engage in a war which was against her own interests, as conceived by the aristocratic and financial power that has always controlled her national policy. Just at the present time, England has everything to lose and nothing to gain by a war with the United States. The property interests of English capitalists in the United States are something enormous. Besides their immense holdings of railroad and other American securities, from which it is estimated that they derive an annual interest income of not less than \$250,000,000, the aristocrats who direct the policy of the English government own upwards of twenty million acres of American soil. This is a domain which equals in area the states of New Hampshire, New Jersey, Massachusetts, Rhode Island and Connecticut, or as much as the whole of Ireland. Such a vast property interest as this will not permit the inauguration of a war which would undoubtedly end in destroying it. England does not make war for the fun of the thing; she can back down just as gracefully as any other nation when there are a sufficient number of heavy gold sovereigns to be saved by it. No, there will be no war over the Venezuela boundary; our would-be soldiers may lay aside their guns. The war scare has served to divert the attention of the people, and give them something patriotic to think about whilst they were being loaded down with another \$100,000,000 burden of interest-bearing bonds, and in that it has probably answered its real purpose.

* * *

But, while war is by no means probable at present, that is not to say that war will never come. War, and war with England, too, is something that is inevitable in the not far distant future. The time will come when the burden of English capitalistic domination will become unbearable to the American people; the people will realize the weight of their burden and attempt to throw it off. When that time comes we shall have present the real conditions for the making of a great war. England will then attempt to enforce her domination at the point of the sword. Besides this, the conditions for war with England

are extremely likely to grow out of commercial circumstances which are now latent, but which the march of progress is likely to make extremely active right here on the North American continent in the near future. The fall between Lakes Erie and Ontario, separated by only thirty miles of land, is nearly 350 feet. Here is probably the finest water power in the world. It is not impos-

sible that when the science of electricity becomes somewhat better developed, there can be power enough generated by utilizing the fall between these two lakes to turn every wheel of industry on the American continent. But the power cannot be utilized without the consent of Canada. It will then be necessary to float the stars and stripes over the whole of North America. That cannot be done without war. "B."

BORROWED OPINION.

Laboring men of Sioux City, demand the union label. Unless it is on the box from which the cigar is taken, refuse it. In this way you will drive every scab cigar out of the city. These retailers of the scab goods will return them and in their stead the genuine first-class cigar made by union cigarmakers in this city will take their place. The scab goods will be kept out of sight and the union label will glitter in every cigar show case in the city. Do your duty, laboring men, and the scab cigar will be very short lived in this city.—*Sioux City, Ia., Union Advocate.*

The present year bids fair to be a very prosperous one for the railroads of the country—a much more prosperous year, in fact, than last year. Not only does a mild winter render the operation of trains less expensive, but there is a marked increase in both freight and passenger earnings. Increase in railway prosperity means increase in the general prosperity of the country. There is no better gauge of business than activity in transportation. While railway prosperity should be gratifying to the people as an unfailing evidence of their own prosperity; it should be especially gratifying to the faithful station agent, who may recognize therein the probability of an advance in his salary.—*Railway Agent.*

The convention of the A. F. of L. was a gathering of trade unionism imbued with the conviction that trade unionism is the bulwark of labor's hopes, and determined that trade union interests alone shall guide and dictate the action of those

who had come together, not for idle speech making, theoretical disputes or the chasing of rainbows, but for the transaction of the business of their unions in a business-like fashion, and by methods as eminently practical as existing conditions would permit. In this disposition of the delegates lies the key to what to some people appears to be an "unaccountable intolerance" toward the demands and arguments of those who for years had succeeded in occupying the best time and energies of previous conventions with propositions which, owing to the peculiar manner in which they were advanced, finally impressed even their sympathizers as fads of visionaries who, in their lofty flight, had ceased to grasp the existence and portent of things mundane.—*Baker's Journal.*

Economy is the only sure road to business success. It's remarkable how business men will fight against the inevitable, let things run easy, hope for a special providence in their individual cases, strain and struggle to avert the final and unavoidable crash or the costly lesson that emphasizes the absolute and necessary law of economy. Waste, needless expense, is the drain that saps the vitality of the average business enterprise. The sooner a business man learns the imperative necessity of constant, watchful economy—the better for him and his business. Cast your eyes on any business community, and there you will find that the money-makers are the money-savers—the enforcers of unceasing vigilant economy.—*The New Era.*

NEVER FRET.

What 's the use of always fretting
At the trials we shall find,
Ever strewn along our pathway—
Travel on and never mind.

Travel onward—working—hoping ;
Cast no lingering look behind,
At the trials once encountered ;
Look ahead and never mind.

What is past is past forever ;
Let all fretting be resigned ;

It will never help the matter ;
Do your best and never mind.

And if those who might befriend you—
Whom the ties of nature bind—
Should refuse to do their duty,
Look above and never mind.

Fate may threaten, clouds may lower,
Enemies may be combined ;
If your trust in God is steadfast,
He will help you, never mind.

F. M. CARTER.



Editor Railway Conductor:

By no means can this be called an ideal Christmas, with rain and mud everywhere. But the greeting can be just as cordial, the "wishes" just as fervent, as if given in real typical holiday weather. These "Merry, Happy" greetings I extend to all.

The greater part of the time since May I have been from home, working for our "cause," visiting and establishing new Divisions. Leaving home for the west September 16, I reached Chicago only to learn I could not get the "new work," as the printer who had charge of the ritual work was very sick. The disappointment caused much annoyance and disarranged all my dates. No amount of fretting nor fuming did the least good, the work wasn't ready and I couldn't get it. Finally, after what seemed to me an interminable delay, securing a printer's proof, I started for Wymore, Neb., where, with the assistance of several Sisters from St. Joseph, Mo., I organized Division 82. This Division is distinguished for several reasons. First, out of a membership of eighteen in the O. R. C. Division the ladies secured a list of sixteen charter members. Second, it is the first Division in the state. Third, the first Division organized with the "new work," and fourth, the first Division to elect an insurance agent. We look for great results from the efforts of this Division. Several of the new Sisters accompanied me to St. Joseph, to attend the union meeting. The pleasure of meeting the many Sisters who were the guests of Division 17 was indeed great. The real value of these meetings, as times of general enjoyment, and untold inspiration, as a means of bringing the cause more attractively before the Order, as a method of practical instruction, is clearly demonstrated. I can pay no higher compliment to the Sisters of Division 17 than was expressed by all the visiting Sisters and their regrets "that we must so soon leave them."

From St. Joseph to Ogden via the U. P. R. R. was next in order. One of the great pleasures of this part of the journey was the meeting of the

Sisters of Division 31, of Cheyenne, where I changed cars and waited three hours. It seemed the whole city was out to meet me. I was taken by these Sisters to their Division room, where an informal meeting, very pleasing indeed, was the program. Upon this occasion I made a date with them for a meeting upon my return from Ogden. Two Sisters of Division 31 accompanied me to Laramie, to see me safely over Sherman's Pass, the highest point on the U. P. road. At Green River I met Brother Rhine, who is said "to be dead," but I found him very much alive indeed, and gained much valuable information from him regarding the new Division to be organized next day.

A committee was waiting for me, and after locating me in lovely rooms at the Reed hotel, requested me to accompany them to their hall, where an informal meeting was being held to perfect their plans for the next day's work. A large number of ladies met me, and after completing every arrangement and enjoying a social visit, we separated to meet next day for organizing Division 83. That work completed, we were invited to attend a banquet given in honor of the occasion by Division 124 O. R. C. We hear a great deal about the "new woman" but in this instance the honor was to the "new man." To say they did great credit to themselves and honored the Order to which they belong, is but faintly expressing the truth. The many enjoyments in which I participated will ever be remembered. The visit to Ogden Canyon, Utah Hot Spring, Salt Lake City, with all its points of great historical interest, Fort Douglas, Saltair, and the Sanitarium, were some of the pleasures the Sisters of Ogden favored me with. I bade them good-by, and many are the kind memories I will ever retain for the Utah Sisters.

Cheyenne was the next place visited. I was given a drive over the city, to Fort Russell, and a reception, which was very enjoyable, but nothing was more pleasing than the Division meeting. Reluctantly bidding these kind Sisters farewell, I started for Denver. When we hear great reports

of this western metropolis, the commencement has hardly been made. Its growth is wonderful, its resources are unlimited, its hospitality is unequalled. Being permitted to witness the great parade, during the Festival of Mountain and Plain, much valuable information regarding the state's products was gained. Expecting nothing but minerals, and all that pertains to mining, I was surprised to witness, not only gold and silver, coal and iron, but one of the finest agricultural, manufacturing, live stock and fruit exhibits I ever witnessed. Neither time nor space can be given to recount all, but the kindness of the Sisters of Division 23, in taking me to the places of interest in their city merits remembrance. Manitou, Pike's Peak, Garden of the Gods, the Caverns, Around the Loop, Georgetown Silver Mine, etc., etc., are a few of the many of nature's wonders in which Colorado abounds. The union meeting called by Division 23 was a gathering of many Sisters of the west, and the true spirit of enthusiastic interest was manifest. I must mention the Sisters from New Mexico who were present. They reported great success in their Division work, and promised greater achievements in the future. By meeting these Sisters of the west, introducing our new work, and working with them in their Division rooms, we are brought together, and the vague, uncertain past vanishes and a very different feeling prevails. Nothing so forcibly brings out new ideas and plans for their introduction and consummation as these meetings. Success has been the verdict of all who participated. The evening entertainment (of a musical and literary program, followed by a banquet of such perfect service as only those familiar with such great undertakings are capable of producing) was a very great success and was greatly enjoyed by all.

Being called to Los Angeles from Denver, I immediately left via the D. & R. G. R. R., stopping at Pueblo to visit Division 41. This Division, although small, has many good works to its credit, and the true spirit of the Auxiliary work is strikingly manifest. As entertainers they have few equals, and the future will prove what a few interested Sisters can accomplish.

From the Colorado snows to the California sunshine and flowers was an interesting, and pleasing change. Flowers everywhere, "bushels of roses." The plants we try so hard to raise east, grow to such great proportions as to suggest the idea of trees, but wait until you go there in 1897, then you shall say whether I have exaggerated. I was much interested in this visit, as everything was new to me. The many places arranged for me to visit, (which, on account of eastern dates, I

could not accept,) would have kept me in California all winter. The visits to the orange groves, Pasadena, San Monica, China and Spanish towns, etc., were some of the wonders of this very pleasing visit. The new Division, "Angel City" 84, is one of promise, and I bespeak for those who will enjoy their hospitality in 1897, a most courteous welcome and an exemplification of the true meaning of hospitality. You will be indeed entertained by "Angels." These new Sisters fully realize all entertaining the Grand Division conveys and will be ready to meet the demands made upon them. In all their arrangements they have the co-operation and assistance of Division 111, O. R. C. Good byes were again in order, and I departed from the Los Angeles friends, believing I will soon meet them all again.

Salida was the next visit. Division 54 even deferred political matters, (the ladies vote in Colorado and this was election day), or, rather, voted and then attended the Auxiliary meeting, and a more beneficial and pleasing meeting it has never been my good fortune to enjoy. Only one event, for some reason, did not materialize—"Tenderfoot mountain" remains one of the scenic features we hear great stories about, and as I view its height and hear the stories regarding the climbing of this mass of rocks, I thank my good fortune for being just in time to catch my train, so the "Tenderfoot game" was not scored against me.

Again reaching Denver the Sisters of Division 23 had more places of enjoyment planned for me than I dared even to think of, as it was absolutely necessary to leave for the east at once. But one day I must give them, and was invited to meet two Sisters at Sister Holbrook's. When I was taken into the parlor not only two but all of Division 23 were present. Not everyone has met the Sisters of Denver socially. This occasion was so pleasing and entertaining that nothing can ever make me forget it. At the table all were called to order by Sister Hinkley and in the most pleasing speech of which she is capable, she presented me with an Auxiliary pin, from the members of Denver Division. This pretty and appropriate gift, beautifully constructed, according to the new forms, I feel honored to wear, and will ever strive to merit the good wishes of the Sisters who presented the same. The usual after dinner speeches followed, and many of the Sisters distinguished themselves. Like all other occasions, the time for parting came, and the Divisions east must next be considered.

I left St. Joseph for Sioux City, where I met the Sisters of Division 61. The notice of this meeting was short, my time being limited, but the meeting was one Division 61 may well be

proud of. Many older Divisions might be improved by emulating their example. The evening's entertainment was one of perfect pleasure also. I returned to St. Joseph and left immediately for Kansas City. I was to have been in Parsons, Kansas, on this date but, missing my train out of Council Bluffs, I could not get there until late at night, or rather, early in the morning, so met the Sisters of Division 68, and a profitable meeting it proved to us all. I am much pleased with the Kansas Sisters. Leaving Kansas City early in the evening, I reached Parsons in time to miss the reception. Those more fortunate were loud in their praise of the occasion, and my acquaintance with the Sisters of Sunflower Division leads me to believe nothing short of success will ever satisfy them. The Parsons Division was secured by Sister Tygard, and her work does her much credit. I was much pleased to meet and instruct in the new work the Sisters of this new Division. Another pleasure was meeting eight Sisters from Denison, Texas. Sister Kimball, of Kansas City, accompanied me, and we can all testify to the great earnestness of the Kansas Sisters. Being supported by O. R. C. Division 161 assures us that we may all look to the new Division with expectations of future good works.

Leaving Parsons, we returned to Kansas City, remained over night, and next day returned again to St. Joseph, and after a night's rest left for Ottumwa, and was there entertained by the Sisters of Division 14. It seemed the storm elements were all showered upon us, but, nothing daunted, the Sisters held not only a meeting, but a social entertainment in the evening, and so much that was good, lively and entertaining, was presented, that we remained until the last car had gone and had to walk home. In the morning I must leave for Lincoln, Neb., and such a cold, stormy morning. Such a sudden change no state but Iowa could produce. The hearty welcome at Lincoln soon made me forget the weather. The next day was more pleasant and one of the pleasures of the occasion was meeting six of the Wymore Sisters, who assisted me in organizing Division 86. Everything is promising for the Nebraska Sisters. They have many true friends in the O. R. C., and with the efficient officers elected in charge, they can't help being successful.

From Lincoln I went direct to Chicago and organized "White City" Division. I am not prepared to state the number of charter members but am safe in saying it will exceed any list previously presented. The enthusiastic interest in the Auxiliary since the work of securing the charter list begun has been unabated and it grows as the interest manifested by not only the Sisters, but

the Brothers, of the great Chicago increases. Chicago rules prevail and "White City" Division will be no exception to the general rule. Securing this Division proves a statement previously made, "that all we need in any city is someone interested in our cause who will introduce the subject and assist in making up the list." Whenever we can properly present the fundamental principles of our work, then are all conductors and their wives interested. When you meet conductors who advocate only home life for their wives, and that as women its their only place for developing their God given abilities, you can at once point to such a man as one who has not kept pace with the tide of progress. This type of man is fast being displaced by those of generous progressive principles, those who have a desire to see their wives enter into and enjoy the privileges the present time has so abundantly provided for both woman and man. I am a firm believer that home should be first, its influences are greater than any other, but there are times when it is a woman's right to step outside the home and enter into work that will improve her. All public work has an elevating tendency. Shall we, as wives of conductors, let every other class of workers surpass us? No, we should not be satisfied with anything less than a high place in the ranks of the progressive women of the day. We aim to unite the wives of the members of the O. R. C. in bonds of a common sisterhood for our mutual benefit. We are a class of women who can and will achieve success. The way is being prepared, the foundation is already made, nothing can prevail against us, as we have builded well from the beginning. We are daily achieving success. Our work is being considered in many localities, and each day brings enquiries that can result in nothing but success, by following requested information. The present year will be one of great achievement, the beginning is very encouraging. We need all conductors' wives in this work. Those who live where we have Divisions should unite with these Divisions. Those who live where we have no Division should take up the work of forming a list for a Division in their city. Any application for information regarding the formation of new Divisions will receive prompt attention. Sisters, Brothers, friends whom I met on this western trip, please accept my grateful appreciation for all the generous provisions made for my comfort and pleasure. I will ever remember the many events in which I participated, and the many tokens presented me by many Divisions I visited will be stored as choice treasures. A happy new year of success and good cheer to all.

Toledo, Ohio. MRS. J. H. MOORE, G. P.

Editor Railway Conductor:

It is indeed with pleasure we take up our pen again to write a letter to the Ladies' Department of THE CONDUCTOR, for in so doing we feel that we are not only communicating with one dear friend, but *many* friends. Election and installation of officers for the present year are now things of the past, and we deplore the departure of the *old* in the same breath with which we hail the new. There are so few of us that a change of officers makes but little difference in the interest manifested, as the "faithful few" numbers but one or two more than it takes to fill the chairs. In case of the absence of one or more officers we need them for chinking, so that our Division is mostly composed of "those in *authority*," and any member fortunate enough to occupy the floor is considered the favored one, and expected to do most of the talking.

We have this year for President, Mrs. Anna Hagerty; Vice-President, Mrs. Marion McShane; Sec. and Treas., Mrs. Nettie Hahn; Sen. S., Mrs. Jennie Bell; Jun. S., Mary Sutton; Guard, Mrs. Kittie Hanrahan; Chairman Executive Committee and Organist, Mrs. Edith Gilbert.

Our past year, as a Division, was quite uneventful, yet with all, a very pleasant and profitable one in many ways. Though few in numbers, we never lose sight of the fact that we are a part of one great *whole*, known as the "Ladies' Auxiliary to the Order of Railway Conductors." And we realize more and more each year just what it means to be a part of such an aggressive and beneficial organization. Those eligible to membership, and yet remaining voluntarily outside, cannot, certainly, understand the benefits and privileges they are depriving themselves of. Those who have been forced to move from place to place, through a change in their husband's position, have undoubtedly, most of them, known what it is to be a stranger among strangers. That means almost a nobody until by weeks of inhabitation and tried worth they succeed in gaining a footing. Such need not be the case if one be an acknowledged worthy member of any well known ladies' organization, and as wives of conductors, no recommendation would go farther than to be a member of the L. A. to O. R. C. As a unit we may not be considered; as one of tens of hundreds we find ourselves scarcely ever alone and unnoticed. When contemplating the privileges of intercourse with each other, now afforded womankind, as well as mankind, we feel like lifting up the voice with one loud, long hallelujah, and praise God that we live *now* to enjoy these great advantages. It changes the general aspect of things very materially to meet with a dozen or

more women who find time to interest themselves in something outside their otherwise narrow view. Not that I mean to convey the idea that the house is ever of minor importance. Oh, no! Yet as the husband has to seek outside the house for food and raiment for his family, so do we believe that most of us, as mothers and wives, need somewhat from the outside world, in order to give to our families the essentials of life, mentally, physically and spiritually. To meet with those earnest in any good purpose cannot well be anything else than helpful. It is possible that some with whom we are acquainted (wives of conductors), may read this, and justify themselves by saying: "Oh, but I believe in working in the church, and I have no time to devote to the Auxiliary;" or, "I go in society a good deal, therefore I have no time;" or, "*my home duties* are so pressing," and so on, with their list of excuses. Certainly each one must be left to judge for herself, yet sometimes one makes conclusions too hastily. As to those who work exclusively in the church, let me ask, is it from principle or pleasure? The church has many workers—*moral teachers*. As one of these, are you sure you are of more account to the Master whom you aim to serve, than in the Auxiliary? To be sure, almost all Divisions give dances and card parties. So do many of the church members, yet it does not follow that all the members of the Auxiliary believe in such expenditure of time and talent, even though they are liberal enough to admit that each one must judge for him or herself in those matters, and feel it their duty to work with the majority in their effort toward sociability, and to secure measures to carry on their work.

It needs the combined effort of all those who would strive for mental and moral improvement, in order to have advancement in that direction carried on successfully. If it is for the *social* world that you remain outside, you little realize the social life that you are depriving yourselves of. We all recognize intelligence and unselfish kindness when we meet them, and I know of no place where one is allowed a broader field for selection than among the Ladies' Auxiliary to the O. R. C. We may not find each and every one adapted to our tastes in *all* things, but she who goes to a promiscuous gathering of the same anywhere and finds none to please, is indeed a *very unsocial* and particular person.

For the first since my communications to THE CONDUCTOR I am forced to write that death has entered the homes of two of our estimable conductors. In December, Brother and Sister Parmenter were called to mourn the loss of their beloved son, Frank—a young man highly esteemed

by all who knew him. Certainly the bereaved family have the sympathy of all his many friends. The other death, which occurred later, was that of Conductor Burbank, a member of Marion Division No. 268, who leaves a wife and one child. The widow has been doubly burdened, having since lost her mother. How often it is that grief comes not alone. In speaking of these bereaved ones, we can but commend them to a power higher than any earthly power, that is able to bring unto their torn and lonely hearts a 'peace that the world knows not of, that passeth understanding.'

Marion, Iowa.

MRS. N. D. HAHN.

Editor Railway Conductor:

Having been appointed correspondent for Columbine Division, No. 54, it becomes my pleasant duty to keep you posted as to what we are doing out here in the far west. In November we enjoyed a visit from our Grand President, Mrs. Moore. The purpose of her visit was to give us the new work, and it was done to perfection, but we mingled business with pleasure and gave a reception in her honor at the Division room, which proved to be a very pleasant affair. We all were greatly taken with the new work, and think we shall like it better as it grows more familiar. During her stay with us Mrs. Moore was the guest of Sister Roberts.

A review of the work done during the past year makes us feel proud of our Division and gives us hope for its future success. We have taken in four new members, and think the outlook is good for more before the time again comes for striking the yearly balance. At the last regular meeting in December we installed the following officers: President, Mrs. F. Gilmore; Vice President, Mrs. D. P. Cook; Sec. and Treas., Mrs. H. Monahan; Sen. S., Mrs. M. Sullivan; Jun. S., Mrs. F. Parks; Guard, Mrs. S. Vanderburg; Chairman Executive Committee, Mrs. T. Rives.

On Christmas evening we threw open our hall to our friends, and an enjoyable social resulted. The banquet hall was filled with tables, all laden with palatable refreshments, and as usual it proved one of the great attractions of the evening. Cards were provided for those who enjoyed them, while the ball room was open to all who preferred dancing. All were kept busy, and the general verdict was that our social was a perfect success.

MRS. J. A. BURGESS.

Salida, Colo.

Editor Railway Conductor:

I have just been reading the January number of THE CONDUCTOR, and the letters of so many Sisters reminded me quite forcibly that it is my

duty to represent Cheyenne Division, No. 31, in your columns the ensuing year.

Our officers for the year are: President, Mrs. C. G. Wolcott; Vice-President, Mrs. G. P. Quigley; Sec. and Treas., Mrs. E. B. Bond; Jun. S., Mrs. J. B. Howland; Sen. S., Mrs. E. D. Woodmansee; Guard, Mrs. R. W. Rich; Chairman Executive Committee, Mrs. J. H. Wiley.

Since our last letter to you, two of our members have left us. Mrs. A. L. Yerby has gone to Kansas City on account of her husband engaging in business at that place, and Mrs. J. T. Reed, our secretary and treasurer, left us for Anaconda, Mont., in November, as her husband has a position there. Though they cannot meet with us, they are still 'one of us,' and we hope may return, as did Sister Wiley this fall, with her husband, able to resume his work here again, after an absence of eighteen months.

We have enjoyed several afternoon and evening socials, and have gained financially by hops, suppers, etc., so you can imagine we are keenly alive, and hope for better things in the future.

We enjoyed Grand President Sister Moore's visit very much. Her help with the new work was invaluable to us, and we are not in the least in awe of Grand officers any more.

We organized in March, '93, and in the families of our twenty-four members there was not a death until November 6, '95, when Sister Brophy's husband, who had been a great sufferer for many years, was released. Sister Brophy and her two daughters have the sincere sympathy of a large circle of friends, as well as orders, and we hope it may be long before we have any more such sad events to chronicle.

We hope to report several new members soon, as there are several eligible conductors' wives in the city.

MRS. E. B. B.

Cheyenne, Wyo

Editor Railway Conductor:

Prospect Division No. 30, L. A. to O. R. C., met on December 12 and elected the following officers for the ensuing year: For President, Mrs. J. Murry; Vice-President, Mrs. Mayfield; Sec. and Treas., Mrs. Thoman; Sen. S., Mrs. Robinson; Jun. S., Mrs. Mayhood; Guard, Mrs. Smith; Organist, Mrs. Miller; Correspondent, Mrs. J. D. Porter; Executive Committee, Mrs. Philbrick, Hays and Parker.

We have a membership of about forty active workers, and yet we might have larger gatherings which would be greatly enjoyed, as well as beneficial to the members.

Too much praise cannot be given our worthy and efficient retiring President for her untiring

efforts to make our Division a success socially and financially. The same can be said of each of the other worthy officers who have served so faithfully for the past year. Our organization has done its share of charitable work, and our prayers are that we may be able to continue, and that this new year will come with less need for aid.

The new year calls for our best efforts. One of the true incentives to any work is interest. Women who are interested in any particular line of work will find inspiration in associating with those having natural tendencies in the same direction. This applies to our work. May we ever be able to say, as we do now, that we are proud of our Division and think it one of the best, although we did not get the Dustin medal.

Our installation of officers took place on the 26th of December. We look with pride on the officers chosen and trust they will serve as faithfully as the retiring Sisters have. We must not forget to mention how nicely the Division was entertained in the evening by Sister Dolph at her home. Although not many of the Sisters and their husbands were able to attend, the evening was very enjoyably spent. May we often meet in such pleasant company.

We all hope the Ladies' Department will be filled to overflowing with good cheer for our Auxiliary.

MRS. J. D. PORTER.

Garrett, Ind.

Editor Railway Conductor:

Ideal Division, No. 39, Jackson, Tenn., is in a flourishing condition; with a membership of 44, and an average attendance of 18. All seem pleased with the new work, and we are getting it well in hand.

Tuesday, January 14th, being our first regular meeting in the month, we gave a reception from three to five, in Elk's Hall, to which we invited the Brothers of Division 149, as we wished them to witness our beautiful new installation ceremony. At the close, delightful refreshments were served. We had a large crowd out, and all seemed well pleased. Our conductors are very proud of Division 39, as we find many little ways of showing our usefulness and making our presence felt.

At our last meeting in December the following officers were elected: President, Mrs. R. F. Phillips; Vice-President, Mrs. J. D. Morgan; Sec. and Treas., Mrs. Perry C. Callahan; Sen. S., Mrs. C. B. Wilkinson; Jun. S., Mrs. J. D. Neff; Guard, Mrs. W. W. Rooker; Chairman Executive Committee, Mrs. F. P. Long.

Our President and Secretary were re elected,

and we feel proud to know that those two important chairs will be so ably filled.

We had the pleasure of presenting our Secretary, Sister Perry C. Callahan, with a lovely sterling silver berry spoon, Christmas morning, in token of our appreciation of her valuable services, and of the love and esteem in which she is held by each and every member of the Division. She has served us almost constantly since our organization, and the success of Ideal Division is largely due to her efforts, and I hope it will some day be all its name implies.

I attended the Grand Convention in Atlanta, and feel that it is such a pleasure to have met all our Grand Officers, and so many of the Sisters. They don't seem so "far away, after having met" them.

I am glad to see the Auxiliary has been introduced into Canada, and to know that we are getting to be such a large and useful body.

Jackson, Tenn.

MRS. J. D. MORGAN.

Editor Railway Conductor:

On the evening of December 31st, the members of Division 175 met in their spacious hall to install the newly elected officers for the ensuing year.

After the solemnity of the installation and the respective officers were conducted to their different stations, Brother Sebring was called upon to speak. He responded with a few timely remarks, given in his own clear and happy style. Then sweet strains of music broke upon the ear, promising to the jolly assemblage much joy. "Take your places for the quadrille," sounded loud above the merry voices, and the younger members were soon eagerly gliding gracefully over the prettily decorated and spacious hall.

So many members of Division 175 were sick, compelling others to do double duty, that our attendance was somewhat smaller than usual on such happy occasions.

The Order of Railway Conductors is in truth and practice a fraternal organization, and a more genial set of men never were banded together. The ladies of the Auxiliary had prepared an elegant banquet in honor of Division 175. The doors of the "banquet hall" were thrown open and all marched in to find that the long tables, with their snow-white covering, were weighted down with dainty refreshments, all prepared by the fair hands of our lady members. Elegant coffee, ices, cakes in abundance, fruits, jellies, pickles, salads, turkey and ham sandwiches—in fact everything toothsome to tempt the appetite. While the musicians were partaking of the dainties, there were offered for sale a very handsome brass lamp, a fine china

smoking set and a pretty Jardiniere, from which we realized a nice little sum to our treasury. We never lose sight of the advantage of these large gatherings to show we mean to be a business organization. We had some of our finest cakes in our over abundance, and they were auctioned off. The first one was purchased by an invited guest, Mr. Fred Nye, and generously returned to the Auxiliary. It was again sold, then another, and so on until the inspiring strains of the music called the dancers to the floor. They whirled away the departing hours of 1895, and the new year was ushered in upon as merry a crowd as ever graced that hall. We parted, wishing all a happy new year, and that many more may find the same joyous crowd together under the same auspicious circumstances.

Joyous greetings to every Division of both O. R. C. and L. A. to O. R. C.

Memphis, Tenn.

MRS. W. H. S.

Editor Railway Conductor:

This is a lonesome night to me, as my husband is out on the road, and the growing storm does not seem to add to my cheerfulness, so I will seek company through communion with the Sisters, by way of THE CONDUCTOR.

Division 74 is prospering as well as could be expected, considering the smallness of our numbers and the fact that we were recently called upon to lose two of our members. Failing health has compelled Brother Buck to move to New Mexico, and when his wife joined him there Division 368 and ourselves were each short a valued member. We all hope that a return to complete health will speedily restore them to us. On January 1 we gave Sister Buck a reception which was as pleasant as its purpose would permit, though Brother Buck was not with us.

Following is a list of the ladies who will have official charge of our affairs during '96: President, Mrs. Simpson; Vice President, Mrs. Rambo; Sec. and Treas., Mrs. Failor; Sen. S., Mrs. Fuller; Jun. S., Mrs. Foote; Guard, Mrs. Robins; Chairman Executive Committee, Mrs. Haven.

Division 368 has several bachelor members, and we are hoping they will soon take unto themselves wives, in order that we may add to our membership list.

January 15 we gave a surprise to Chief Conductor Elliott, which was enjoyed by all the Brothers and Sisters. The evening was spent with cards, and in having a general good time, and at a late hour lunch was served, to which all did full justice.

We naturally feel proud of being an Auxiliary

to 368, as they are a grand lot of boys, and have given us a great deal of encouragement. Brother Reed has presented us with two very nice gavels, which we appreciate highly.

Our best wishes are extended to all Sister Divisions.

EDNA.

Argentine, Kas.

Editor Railway Conductor:

You no doubt are wondering what has become of Division No. 80. We are yet living, after having gone through the ordeal of election and installation of officers. We were notified by Grand President, Mrs. Moore, that another Division had chosen the name of "Charity" before us, so we were obliged to adopt another name, and we will now be known as Empire Division, No. 80.

At the election of officers the following were chosen: President, Mrs. Walsh; Vice President, Mrs. Laurence; Sec. and Treas., Mrs. Smith; Sen. S., Mrs. Crocker; Jun. S., Mrs. Burrows; Guard, Mrs. Lippencott; Chairman Executive Committee, Mrs. Bowman, with Mrs. Geo. Sayles and Mrs. Peel; Correspondent, Mrs. W. H. Van Kuren.

We installed the officers at our last meeting, and being our first attempt at the work alone, you may guess there was no end of mistakes and blunders, and no little fun. Nevertheless I think they were well drilled, and perhaps another time will go more smoothly.

In November we had our first supper and entertainment, which was a grand success, socially and financially, clearing about \$45.00, which we thought very well for beginners.

We have had one new member to our Order, that of a wee conductor, that arrived at the home of Brother and Sister Smith, but we expect when he is a year old we will have to expel him from our Division, as he will be too old for business.

Sisters, all make it a point to attend the meetings of your Division, as nothing discourages a President more than to see vacant chairs. Let us be up and doing our duty, as becomes Sisters of a noble order.

Success to L. A. to O. R. C.

Elmira, N. Y.

MRS. W. H. V.

Editor Railway Conductor:

It is with pleasure I write to you from White Rock Division, No. 65, L. A. to O. R. C., to let you know we are still in the land of the living, and prospering both socially and financially. At our regular meeting in December, the following officers for the ensuing year were elected: President, Mrs. R. C. Hooley; Vice-President, Mrs. F.

G. Webb; Sec. and Treas., Mrs. R. C. Palmer; Sen. S., Mrs. C. E. Hill; Jun. S., Mrs. J. Quest; Guard, Mrs. S. F. Horn; Chairman Executive Committee, Mrs. F. V. Braden; Correspondent, Mrs. F. A. Maxson.

All the old officers were re-elected, with the exception of Senior Sister and Correspondent. The election was pleasant and harmonious, and we are all well pleased with our officers.

It will not do to forget our husbands, of Division 259, who have never allowed us to get discouraged. They stand by us, and are always willing to lend a helping hand whenever it is needed. Although we have taken in no new members since we organized, what we lack in members we make up in earnest workers, and ambition.

We gave a social dancing party on New Year's Eve, which proved a great success in every sense of the word. Much praise is due Brothers C. E. Hill, L. F. Horn, F. G. Webb, J. Quest, T. Cahill, A. Larkins, R. C. Palmer, and R. C. Hooley, for the able manner in which they handled the large crowd. Everything passed off without a hitch, and everyone expressed themselves as having a good time.

The next night a number of the Sisters and their husbands went to Stevens Point to attend installation of officers of O. R. C. and L. A. to O. R. C. A banquet followed the installation, and all report having a glorious time.

May you all have success in your undertakings for the new year.

CORRESPONDENT.

Waukesha, Wis.

Editor Railway Conductor:

Our annual election of officers resulted in the following ladies being chosen: President, Mrs. Holbrook; Vice-President, Mrs. Mundy; Sec. and Treas., Mrs. Gilmore; Sen. S., Mrs. Dalton; Jun. S., Mrs. Clark; Guard, Mrs. Meyers; Chairman Executive Committee, Mrs. Bartlett; Correspondent, Mrs. Gordon; Organist, Mrs. Tyler.

A public installation followed, in which the floor work was nicely executed by the retiring President, Mrs. Hinckley, assisted by Mrs. Kissick. A very pretty piano solo was rendered by Mrs. Tyler. Refreshments were served by the ladies, and at the conclusion we listened to some very interesting remarks from Mrs. Ragon, first Grand President of the Auxiliary. We also had the pleasure of meeting many members of Division 44, which added greatly to the success of the occasion.

The committee on decoration displayed great taste in the artistic manner in which they ar-

ranged the colors, which are red, white and green. Beautiful cut flowers were to be seen everywhere.

The Auxiliary is in a flourishing condition, having now sixty-five members. Much credit is due Mrs. Hinckley and the other officers for this marked improvement.

At our last meeting, held January 10th, we presented our past President with a pin. Sister Holbrook made the presentation speech, and showed by her kind words that the present was indeed from friends. Sister Hinckley has labored conscientiously and well for us. Our Vice-President, Sister Ogden, was also remembered, as she has been faithful to her trust in promoting the welfare of the Auxiliary.

The new year started in brightly for the new administration, as we had four petitions for membership. Let the good work go on. We will make it pleasant for all. We are working for the medal, so Sisters in the east, look out.

I trust you will hear often from us through our newly elected correspondent, Sister Gordon, who I know will discharge her duties well. I am but voicing the sentiment of Division 23 in wishing all a happy and prosperous new year, and in particular THE CONDUCTOR, which has been very kind to us.

MRS. E. C. GILMORE.

Denver, Colo.

Editor Railway Conductor:

I think that Juanita Division, No. 66, has not had more than one letter in THE CONDUCTOR since its organization, March 30, 1895, nearly a year ago. It has by no means fallen by the wayside, although we have had much to discourage us. Our list of members, at the best, was not large, and when a number of them were obliged to move out of the city, we hardly had enough left to fill the chairs. Nearly all who were left have been faithful attendants, and at present we have a fair prospect of obtaining quite a number of new members.

We had two ice cream socials and a picnic during the summer, for the benefit of our Division, and I think all enjoyed them who attended.

Last meeting we had Sister Snyder, of Salida Division, with us. She will transfer here immediately, as she is living in the city now, therefore Salida Division's loss is our gain.

One of our members is obliged to come on the train to attend Division, but she very seldom is absent.

We have installed new officers for the present year, with Mrs. George Partridge as President, and we hope, under her wise supervision, to grow largely in membership. It was mostly

through her efforts that a Division was organized here, and I hope each member will give her hearty support, for she has about her a sort of *sticktoitiveness* that is sure to bring success to any organization of which she is a member.

Blomington, Ill. MRS. W. N. McCORMICK.

Editor Railway Conductor:

Once more I will try to let our neighbors know, through THE CONDUCTOR, what Division 42 is doing. We are all awake and coming to the front to meet our sister Divisions.

We closed the year 1895 very successfully, having had many enjoyable social gatherings, which the members of the O. R. C. always attended when their work permitted. Our closing work was a Christmas donation to the Home, by the ladies of the relief committee. They gave an evening social, consisting of refreshments and a play, entitled "The New Woman," but she did not do the cooking.

The O. R. C., 110, and the B. of R. T. have leased and fitted up a hall, and the two Auxiliaries now meet with them in their handsome new quarters. The L. A. to O. R. C. furnished the piano, to which the boys can keep perfect step while taking the O! Why? degree.

We have elected our new officers, whom we all feel sure will do their duty, unless it is the correspondent, and I think she was selected as a punishment for what she left undone last year. Following are the officers: President, Mrs. J. W. Hamilton; Vice-President, Mrs. Geo. Jeffries; Sen. S., Mrs. I. T. Bacon; Jun. S., Mrs. Theo. Tolley; Sec. and Treas., Mrs. Wm. Parks; Guard, Mrs. David Foster; Executive Committee, Mesdames F. C. Murphy, Mary Riddle and H. S. Coates.

Logansport, Ind.

MRS. J. W. F.

Editor Railway Conductor:

Having been duly chosen to serve Enterprise Division, No. 14, as Correspondent, I will commence the new year with a prompt performance of the pleasing duties of that position. The past year was a pleasant one to our Order in this portion of the world, and was not without its successes. Upon reviewing all that has been accomplished, we feel that Division 14 has abundant reason for gratification.

In October we were favored with a very pleasant visit from our Grand President, Mrs. J. H. Moore, and hope to meet her again soon. We were much pleased with the able manner in which she put us through the new work, and think a better teacher could not be found. We think the new work quite an improvement. In the evening all

present enjoyed a reception at the O. R. C. Hall. Many thanks are due the Brothers for their kindness toward us, and especially to Brother Price, for his response to the toast.

We are sorry to lose one of our faithful members, Mrs. Dill, she having moved to Denison, Texas.

In December we elected our new officers, and the first meeting in January we installed the following: President, Mrs. Teter; Vice-President, Mrs. Price; Sec. and Treas., Mrs. Yetts; Sen. S., Mrs. Dubois; Jun. S., Mrs. Park; Guard, Mrs. Helfer; Executive Committee, Mrs. Martin, Mrs. Dubois and Mrs. Starkey.

We had with us Sister Kirkhart, from Chicago, who assisted in installing the officers.

Is the Correspondent of Division 216, O. R. C., taking a Rip Van Winkle sleep? *Oh, Why?* He will wake up one of these days and surprise us all.

Continued success and happiness to the O. R. C. and L. A.

MRS D. C. DUBOIS.

Ottumwa, Iowa.

Editor Railway Conductor:

As our newly elected correspondent, Sister B. B. Jones, is absent from us, nursing her sick mother, I will endeavor to write in her place, and tell you we are hard at work and trying to do our duty to ourselves, and all around us. I have made some good resolutions with the beginning of the new year, and one of them was, to redouble my efforts to improve and benefit my Division and to help the O. R. C. in every possible way. It is helpful to us, I believe, to let our Sisters and Brothers know how we are getting along. So I am going to tell them that Magnolia Division, No. 55, is in good condition, and begins the new year with bright prospects. It has many times been said, especially by men, that a number of women cannot work together in peace, but if they could see how pleasantly and harmoniously the members of Division No. 55 work together, they would change their minds. We have one great aim, and that is, to bring our Division to the highest standard, to be helpful to our Brothers of the O. R. C., and to help in any good work which may come before us.

We have elected our new officers, and will have a joint installation with our Brothers of Augusta Division 202, in a very short time. We are all fond of reading THE CONDUCTOR. It gives us news from every part of the country, and cheers us greatly to know of new Divisions springing up everywhere. Whenever our Sisters or Brothers visit a strange place, they should make themselves known at once, and they will be made to feel

what a bond of union there is between us all. My husband and I visited Waukesha Springs last summer, and sought out the Sisters and Brothers at once, and we never had such kindness and attention shown us before. I cannot begin to tell you how kind White Rock Division was to me. I felt that I was indeed at home in a strange land. I learned a great deal from them in the way of entertainments and money-making. I tell you they are a smart set, from the President down, and the Brothers of Division 252 are *just as nice* as their wives. Some day we hope to have some of them down here in our "sunny south," so that we can return some of their kindness and love. Visiting Sisters will always find a welcome from Magnolia Division, No. 55.

A happy and prosperous new year for all.

Augusta, Ga.

MRS. E. T. MILLER.

Editor Railway Conductor:

The January CONDUCTOR brings us a nice letter from our correspondent, telling of our joint installation and the many presentations made during the evening, but our dear Sister, in her modest, retiring manner, failed to mention the lovely gifts of herself and husband. During the installation of Cleveland Division 14, Bro. Hodges stepped to the front, and, in his usual graceful manner, presented to Bethlehem Division, No. 1, a beautiful set of gavel. Our President, Sister Sylvester, received them with many thanks to Brother and Sister Hodges for their beautiful gift. But the ladies were not the only ones. Brother Hodges then turned to Marshal Sherman and presented Cleveland Division, No. 14, with another set from himself and wife. Brother Sherman responded in an eloquent manner on behalf of Division 14. Yes, Sister Hodges, I know you are surprised to see this, but do not think you are going to lose your office, only next time please mention all.

Cleveland, Ohio.

MRS. J. C.

Editor Railway Conductor:

Doubtless the Sisters will be interested in knowing whom we have chosen to conduct our affairs through the new year now opening. Our election took place the first regular meeting in December, resulting as follows: President, Mrs. O. Conrad; Vice-President, Mrs. Annie Gilliland; Sec. and Treas., Mrs. Annie Mickey; Sen. S., Mrs. Sarah Clay; Jun. S., Mrs. Alice Cornelius; Guard, Mrs. Louise Payne; Chairman Executive Committee, Mrs. G. I. Wood; Correspondent, Mrs. Annie Gilliland.

Installation of officers took place at our next meeting, under charge of Sister Ross, with Sister Hartzel as Marshal. After the installation Sister

Conrad presented Sister Ross, our out-going President, with a pretty chair, which she received in the same graceful manner as she had performed her duty as President during the past two years. After we were through with business a light luncheon was served, which cooled us off nicely, and all were very much pleased with the afternoon's work.

On the 24th, Keystone Division, No. 47, was invited to attend a union meeting, given by Eastern Star Division, of Sunbury. Quite a number from our Division were present, and a great many from different places, and we all had the pleasure of meeting our Grand President, Sister Moore, who instructed us in the new work. We were very favorably impressed with Sister Moore, and think she is just the right woman to fill her position. I hope we may have the pleasure of entertaining her in the near future. An elegant banquet was given in the evening, and we were most royally entertained by the Sisters of Division No. 8. If any of the L. A. ladies wish to meet a body of Sisters who go hand in hand together, just visit Eastern Star Division.

While in Sunbury I was entertained by Sister Kline, in a most cordial manner, the rest of our members being entertained in a like manner by other Sisters. Eastern Star Division justly deserves the full extent of our hospitality, and untiring efforts will be made to entertain them, should the occasion ever offer.

I hope the Ladies' Department may be filled with good news for the Auxiliary. The retiring officers, especially the President, extend grateful thanks for the kind support and consideration which have been tendered them during the past year, and feel sure the new officers will deserve and receive the same. With unity and harmony for our watchword, and earnest effort on the part of all to perfect our Division, we may hope eventually to become what our motto teaches.

Harrisburg, Pa.

MRS. ANNIE GILLILAND.

Editor Railway Conductor:

Of course we have elected our officers, but I will not give their names, but leave them for our newly elected correspondent to send in. I hope with the New Year before us we will all resolve to do something for the general good and up-building of our auxiliary.

I have been thinking of our Division today, and wondering how we would get our members to attend more regularly. We can't all be officers, but if every member will look at it in the proper light, she would feel just as much interest in the work as if she were President. It is not given to

us all to be great, to found Hospitals, Churches, or Homes for the Friendless, and we should be content "to let our light shine, you in your corner, I in mine."

I was so glad to see the letter in THE CONDUCTOR by a Brother saying, that at first he objected to having his wife join our Auxiliary, but was persuaded, and now was glad that she had joined. I promise all the "skeptics" that belonging to our Auxiliary will not detract one iota from the womanliness of their better halves, but will broaden their minds and hearts toward their fellow-creatures, if it doesn't do anything more.

At at our last meeting we inaugurated a series of socials, to try and arouse the interest of our stay-aways. Our first endeavor will be held at Sister Rose's, on the afternoon of January 29, and all who anticipate going may feel assured of a good time. The place of holding the socials will be announced from time to time, and we would be glad to have any conductor's wife not a member of the Auxiliary to come out and get acquainted with the members. Don't stay away from the Auxiliary because you have had no invitation to join, for it is as much your Division as any one's; you have the same right to be there. We will be glad to have you come to the socials, anyway; come and get acquainted and we will "do the rest."

The members of Golden Rod Division are making a handsome emblematic quilt of black satin with the name and number of each Division of the Auxiliary embroidered thereon, and we are going to chance it off at the very small price of 25 cents per chance, and are anxious that every Division should take four or five chances as a Division. The chances are not restricted to the ladies, though, and we will be glad to receive a chance from anyone.

Best wishes for the future prosperity of the O. R. C. and THE RAILWAY CONDUCTOR.

Atlanta, Ga.

M. M.

Editor Railway Conductor:

When the time came to give our officers a formal start on their duties for the new year, we joined with the O. R. C. in a public installation. Fully two hundred guests gathered to witness the imposing ceremonies, and all were delighted with the entertainment furnished. Sister Ragon officiated as Grand President and Sister Tracy took the place of the Grand Senior Sister, both doing most excellent work and receiving the warmest praise of all present. When their labors were concluded and all was in readiness Sister Ragon instructed the officers to leave their stations and give the Brothers an opportunity to show their

skill. We knew at once that they had taken the "Oh, Why" degree. After the installation we all adjourned to the banquet hall and did justice to an elegant supper which was served in royal style. The next order of business was to return to the hall where an excellent program was presented, consisting of an instrumental solo by Miss Parmelee, a beautiful song by Miss Lillie McCoy, and a recitation by Miss Werts. Then came Ogden's pride, "The Big 4." Their first song, "Wedding Bells" received a hearty encore, to which they responded by singing "The Cranky Crane" to equally generous applause. A recitation by Miss Hattie Markle and a song by Mrs. Farley closed the program and all departed for their homes with best wishes for both organizations and wondering when another such good time would be given them.

Ogden, Utah.

CORS.

Editor Railway Conductor:

The officers who are to serve Lima Division during the coming year were installed with all due form and ceremony last Saturday evening. The hall was beautifully decorated for the occasion in red, white and blue bunting, while the neatly arranged tables and the numerous colored lanterns added not a little to the pleasing effect of the whole. An invitation had been extended our husbands to be present, and the number responding to the invitation could not but be encouraging to us. Past President, Mrs. E. H. Mattice, served with much credit as installing officer, ably assisted by Mrs. W. W. Armstrong. The officers installed were: President, Mrs. A. N. Ridenour; Vice President, Mrs. T. Mulcahy; Sec. and Treas., Mrs. M. H. Lynch; Sen. S., Mrs. J. P. Jackson; Jun. S., Mrs. D. M. Anderson; Guard, Mrs. W. E. Stout; Chairman Executive Committee, Mrs. J. L. Edmunston; Correspondent, Mrs. W. W. Armstrong.

Delightful music, suitable to the occasion, was furnished by Mrs. Vangunten. Following the installation the floor was declared open to all until the banquet was ready, when all sat down to a repast which was by no means the least of the evening's attractions. At its close Mrs. Mattice made a brief but highly appropriate address and the evening's entertainment closed by all singing "God be with you till we meet again." The entire program was most enjoyable to all in attendance.

Lima, Ohio.

A. B. C.

Editor Railway Conductor:

At our last meeting I noticed that the charter of Division 263 was draped in mourning out of re-

spect to the memory of our late Brother Gormer. He was held in high regard wherever known and the sympathy of all will go out to Sister Gormer in her hour of supreme sorrow. The funeral was held under the auspices of the O. R. C. and K. of P., Brother Caskey, of Division 223 reading the services at the grave.

We were duly notified that our Grand President would attend the union meeting at Sunbury, Pa., and it would have been a pleasure to us to have her with us one night and receive instruction from her in the new work. I have failed to see as yet where Division 263 has selected a correspondent. Surely out of their 40 members there should be no trouble in finding one for that responsible position. As there are forty members of the local O. R. C., and we have but twenty-three as yet, it is evident that we still have seventeen to get, and we hope that the Brothers will put in a good word for us at home in order that all the wives will come into the fold as speedily as possible. If any of the Brothers are single, we hope they will not hesitate to take the advice of those more fortunate and get married as soon as possible and thus help our membership list. Bring your wives around and introduce them, Brothers; we will make them at home and they can tell you the story after the ball.

Cumberland Md. MRS. W. W. WALSH

Editor Railway Conductor:

As the correspondent from Newark Division No 7 has not given much attention to the duties of that office I will try and break the monotony. At our meeting December 27, '95, the following officers were elected for the ensuing term: President, Mrs. W. C. Smith; Vice President, Mrs. M. C. Sims; Sec. and Treas., Mrs. John Doyle; Sen. S., Mrs. A. T. Irwin; Jun. S., Mrs. A. M. Shrigley; Guard, Mrs. John Idle. They are all good and well qualified officers and we look forward to a successful year. The past year has been a very pleasant one, although not especially successful in the way of new membership. We have good attendance at our meetings and everyone takes a great interest in all of our undertakings. On the evening of January 23 we gave our annual ball, which was a great success. Our Brothers are somewhat timid in attending our

balls and entertainments, but it is generally known that conductors are very bashful. We hope they will overcome this failing, however, and take more of an active part in our social gatherings.

We noticed Mrs. W. H. Williams, of Cincinnati, in attendance at our ball. Come again, Sister Williams, we are always glad to see you at our social gatherings, as we are any of the members of the Auxiliary.

A successful year to all Sister Divisions.

Newark, Ohio. MRS. U. G. FERGUSON.

Editor Railway Conductor:

On the first Thursday in December we elected our officers for the ensuing year as follows: President, Mrs. William P. Daniels; Vice President, Mrs. J. Nanholtz; Sec. and Treas., Mrs. C. A. Ross; Sen. S., Mrs. D. H. Kurtz; Jun. S., Mrs. Charles Holloway; Guard, Mrs. Frank Barber; Chairman of Executive Committee, Mrs. William Francis; Correspondent, Mrs. T. B. Watson. All were well pleased with these ladies for officers, and we hope to prosper as well under their direction as we have under the retiring officials.

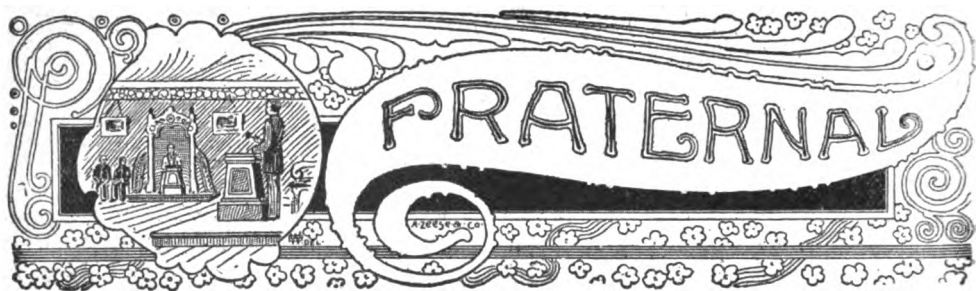
At our last meeting in December the ladies presented the Secretary, Sister Ross, with a beautiful ice cream set, as a token of the high esteem in which she was held by them, and their appreciation of her faithful services.

Also Sister Dayton, our Organist, was presented with a beautiful salad dish. Sister Dayton is deserving, as she is the life of the meetings, for you all know what the meetings are without music.

Columbia Division No. 37, is in a flourishing condition. We have not taken in any new members of late, but we had one new applicant at our last meeting, Mrs. E. E. Clark, the wife of our worthy Grand Chief of the O. R. C., and we are all waiting anxiously for our next meeting, as we will have the goat in good trim.

There has been a great deal of sickness here of late. Sister Francis' mother is laying at death's door at her home in this city. Our sympathy is with her. We are also called on to announce the death of little Francis Chenoweth, February 1, the beloved daughter and only child of Sister D. H. Kurtz.

Cedar Rapids, Iowa. MRS. T. B. WATSON.



Editor Railway Conductor:

I wonder if you will be greatly surprised to hear from me again, after so many months? But a short time ago one of our Brothers accused me of a sinful lack of patriotism on my refusal to hurrah for Mr. Cleveland and his timely enunciation of the Monroe doctrine, and I want to talk it over with the rest, not by way of complaint, but just to square myself, and at the same time to suggest the usefulness of a clearer understanding among workmen of some of these double-edged words like patriotism.

What is patriotism? and what are the signs by which we recognize it? Ordinarily, an authoritative dictionary is far enough to go with such an inquiry, but in the case of the word patriotism it is not so. If one goes to the dictionary, the word is there all right enough, and its definition, but he knows at once it is not exactly the word he is looking for. If he goes to the newspapers, he is hopelessly befuddled, because they have so many uses for the same word. They spit it into your face with one meaning when you fuss, and sing it to you with an entirely different meaning when there is need to round you up or to distract your attention from what they and the politicians are doing in the interest of the class who can afford to pay for their services in boodle or position.

For instance, in every newspaper report of the Cuban insurrection—except, of course, those dispatched directly from Cuba—they use the word patriots to designate the insurrectionists. Of course the words rebels and insurgents are also conspicuously used, but interchangeably with patriots; while the government forces are simply Spaniards, government troops, but never patriots. Now, if one were looking there for the meaning of the word (supposing he were *not* a stiff-backed, intelligent American workman, who knows it all, and doesn't need to look anywhere), he would naturally presume the entire absence of patriotism on the government's side of the fight. Wouldn't he? And, moreover, the so-called patriots, differing from the others only in the fact that they are rebels, are probably patri-

ots—not in spite of it but *because* of their rebellion.

How is the word used; how is it applied, do you suppose, by every newspaper in Havana? Certainly not in connection with the rebels. Of course the law there doesn't permit any such use of it; and it may be quite true that if the Havana papers were as free as the American papers to say what they please, some of them would recognize the very essence of patriotism in the heroic determination of the rebels. And it may also be quite true that all the publishers of the influential Cuban newspapers occupy positions in society from which they might view any possible change in their government with painful misgivings as to the effect of such change on their personal fortunes, expressed in salary or in political or social position.

The Century Dictionary says of patriotism: "It is love of one's country; the passion which moves one to serve his country, either in defending it from invasion or in protecting its rights and maintaining its laws and institutions." And Webster says its—just patriotism. But he quotes Dr. Johnson, who said: "Patriotism is the last refuge of a scoundrel."

The Spanish occupation of Cuba is in no sense an invasion of that country. Spanish troops (and they are not all Spaniards, by a long shot; Cubans are eligible to enlistment), have precisely the same right there that British soldiers have in Ireland, that United States soldiers have in Alaska, and they are used in all three territories for precisely the same purpose—to preserve order and maintain the laws and institutions. And there are plenty of Cubans, as there are plenty of Irishmen, and plenty of Alaskans, too, for that matter, whose only conception of patriotism is an intense desire to maintain their laws just as they have them. And there are plenty of Cubans, as there are plenty of Irishmen and Canadians, and at least a few Alaskans, whose soft jobs, whose high places on the civil and military pay rolls will easily account for most of their patriotic zeal in resistance of any change.

The conception of patriotism most difficult for even an American to grasp is one *not* associated with powder and bullets. What's the need of all the fire and blood? Do you suppose, if the Cuban rebels were a considerable majority of the Cuban people they would have need of dynamite to effect their delivery from an oppressive government? Well, not so you'd notice it. They would need only to put their heads together and express their will—that is, if they were not flim-flammed by the newspapers into the belief that they were not, after all, very numerous, only an insignificant number of wide-mouthed blatherskites, and their ignorant and deluded followers, and that there could be no coming together.

Who were the American revolutionists? In the beginning, they were a few so-called respectable men—so few that they could be counted on your fingers—followed by farmers, mechanics, and common laborers; and they were so far from being patriots that they would have been hanged upside down if they could have been caught. The rich, the well-to-do, the so called better class, are never numerous in such a cause until they know a change is inevitable, and then they hustle to get on top of the new social heap—if you don't mind my exchanging the old ladder metaphor for heap. The ladder implies a clean foothold for everybody, whether high up, or at the bottom; but it doesn't go, now a-days in a truthful description of society.

The blatherskites of one generation are the patriots of the next. The Cuban rebels are patriots here, in America, and traitors at home.

Ambitious political bosses, whether they wear an hereditary crown or an elective, may possibly be patriots when it comes to putting muskets on other men's shoulders and telling them to go out and shoot somebody, but an honest doubt of their patriotism is not to be sneered at. Indeed, to believe them is so wholly inconsistent with what we *know* of them and their methods—that is, if we have sense enough to examine our belief, and don't go it blind, merely to be on the respectable side—is to confess the ignorance on which they must rely to keep themselves on top and the majority down.

J. S. STRADER.

Willow Springs, Ills.

Editor Railway Conductor:

At a meeting of Minneapolis Division 117, held December 22d, the following officers were elected: C. E. Fitzgerald, C. C.; J. S. Beatty, A. C. C.; J. H. Pierce, S. and T.; J. W. Reece, S. C.; D. E. Welch, J. C.; J. H. Stephenson, I. S.; M. A. Buckley, O. S.

□ I am glad to be able to report that Division 117

is in a prosperous condition, having made a number of new members and received a few by transfer. We now have 132 members in good standing, and as the clouds of the threatened storm of July, 1894, are blowing away, and the sky is brightening up, I think 1896 will make a good record in the history of our Order.

On the 15th of last month we were present with Division 40, on which occasion they had election of officers, after which a spread was set at Hotel Ryan. A very nice program was rendered by the orchestra and quartet, and a general good time followed. We always like to go over to Division 40, as we are sure of something good. Some of the boys from Division 40 were present last meeting at the election of officers in 117, after which everybody was invited into the smoking car and enjoyed a little pastime!

Before I write again I intend to visit the Pacific Coast, and try to gather up some news from among the boys in that part of the country, and trade some snow balls for oranges and roses.

Minneapolis, Minn.

B. F. R.

Editor Railway Conductor:

We have thirty-four members, and while the number is not large, we feel greatly encouraged by bright prospects for the coming year. Too much credit cannot be given our Chief Conductor, Brother R. Cramer, for the prosperity and success of the Division during 1895, in which he was ably assisted by some of the faithful ones. The Division is to be congratulated on his reelection for the coming year.

We have no Ladies' Auxiliary here, as so many of our resident members are bachelors, but as this is leap year, we hope to see this condition of affairs changed, before '97 reaches us. Our Division Secretary will be pleased to answer any letters of inquiry from members of the L. A. as to name, age, eligibility, etc. Sealed proposals received any time during the year, and all communications considered confidential.

Our Division was favored last month by a visit from A. G. C. C. Wilkins, who gave a very pleasant and profitable talk for the good of the Order, and it was very much enjoyed by all who were so fortunate as to be present. Come again, Brother Wilkins, we are always glad to see you.

Lafayette, Ind.

R. H. S.

Editor Railway Conductor:

At the annual meeting of Los Angeles Division, No. 111, held December 23d, the following officers were elected for the year 1896: F. L. Harris, C. C.; F. M. Van Way, A. C. C.; J. W. Benjamin, S. and T.; R. T. Hedrick, S. C.; J. E.

Hartell, J. C.; Geo. H. Hollis, I. S.; J. M. Co-burn, O. S. Your scribe was again appointed Correspondent.

I have often been in search of a situation, but not this kind. I feel about it like the man did that was in a fight with a bear, he wanted some one to help him let go. As I can't find any one to help me let go, I guess I will have to fight it out.

Now, Brothers, you have selected your officers, and intrusted to them the care of the Division, but they alone cannot make it successful. They must have the support of the members. This is the year that we must do our good work. In about one year we will have the Grand Division here, and we have some hard work before us.

I am receiving letters from Brothers in the east who want to come west in search of a situation and climate. I want to say to them that this country is full of good men out of work. It is true we have the climate, but you have to climb it to get the situation.

R. T. HEDRICK.

Los Angeles, Cal.

Editor Railway Conductor.

The regular meeting of Division No. 241 was held on the evening of January 20, and the installation of officers followed in the regular routine of business. The new officers for the ensuing year are: W. L. Perce, C. C.; Mont Robertson, A. C. C.; A. M. Robertson, S. and T.; W. E. Bohmie, S. C.; Jas. Muir, J. C.; J. G. Clanton, I. S.; T. R. Williams, O. S.

I am happy to say there was a good attendance, but the boys will still forget the meeting nights. Boys, tie the new schedule around your necks and wake up.

Brother C. T. Sykes is badly afflicted with rheumatism.

Business has slackened off since the holidays, with the exception of the stock trade.

Division No. 3 gave a ball recently, and a good many of our boys took it in.

No. 241 has tickets out for the sixth annual ball, at the opera house, DeSoto, Mo., Wednesday, April 8th. Come one, come all. Brothers A. H. Herbert and C. L. Burris compose the committee of arrangements, and if they cannot arrange everything in shape there will be no use looking for anyone else.

Brother Elkins is resting for thirty days.

In your December issue, I noticed the death of Brother John McGoffin, at Seymour, Ind. It pained me to hear of the death of Brother McGoffin, as I had known him twenty years ago, when running on the O. & M., and he was a kind friend to all of his associates.

Having been elected correspondent, I will endeavor to give you all the news for the good of our Order, and push No. 241 along. We have fifty-five members on the roster at the present writing.

OLD SOCKS.

DeSoto, Mo.

Editor Railway Conductor:

Defender Division No. 312 gave its first annual reception and ball, Wednesday evening, January 15th, at new Turner Hall, and it was a financial as well as a social success. The hall was crowded to its full capacity, and the entertainment was thoroughly enjoyed by all present. The grand march was led by Brothes J. C. Sheldon and wife, assisted by Brother H. D. Washburn and wife. The prominent feature of the march was the forming of the initials of the Order, O. R. C., around three conductors holding the colors of our Order, red, green and white flags, and it was generously applauded. About 125 couples participated, and all seemed to have come prepared to have a good time. A rising vote of thanks was tendered to the following Brothers, who put their shoulder to the wheel and worked like beavers to make our event a success. O. F. Merrill, J. Sheldon, C. W. Sutton, Wm. H. Brennan and J. B. Franklin. The floor committee consisted of Brothers T. C. Warren, Wm. H. Brennan, James F. Riley, H. W. Delamater, Wm. T. Pickard and John Hess. These Brothers performed their duties well, and being masters of the art of dancing, helped to make the program a success.

Supper was next on the program, and all did full justice to the Jersey turkeys. Brother O. F. Merrill officiated as toast master, and no better choice could have been made, his introductory speech and original poem being applauded to the echo. Not the least pleasing of all the pleasant features of this occasion was the fact that it netted us a neat little sum for our treasury.

Some may, perhaps, be interested in knowing where the Brothers are working, and for their especial benefit I will endeavor to locate them. Brothers Washburn, Vedder, Franklin, Farley and Sutton, are running the "gilt-edged" trains out of Weehawken. Brothers Hess, Coonrad, Kelly, Hardenburg, Ostrom and Merrill have charge of the fast and daily lines. Brother Delamater is putting in his time with the way freight, while Brother Riley "gets there" with the C. C. special.

ESOPUS FRATE HOUSE.

Weehawken, N. J.

Editor Railway Conductor:

Will you kindly allow me the space in which to announce to the Brothers the fact that there has

been a Division of the Order here ever since December 6th, 1891. We started out with nineteen charter members, under the name of Scottdale Division No. 309, and since that time have added four members by initiation. Taking into consideration our situation and the financial depression under which the country has been suffering almost ever since our organization, we feel that we have shown a commendable degree of zeal in the work. I have only been a member of the Order since last June, and of course, am not qualified to speak of its early history, but the better I become acquainted with its present workings, the more I find to praise. I take great pleasure in reading the letters in the Fraternal Department, and only wish I had the power to write as interesting and instructive letters as many of the Brothers, but there is no use of repining over what we do not and never can have. There is an abundance of talent among the older members of the Division and I have often wondered why it was they did not elect a correspondent. It must be much as it is with too many of the Division meetings, they do not think of it until it is too late. It is to be hoped that this may have the effect of waking some of them up to the performance of their duty. If not, you may hear from me again. N.
Scottdale, Pa.

Editor Railway Conductor:

New encouragement has been given me since last I contributed my mite to that book entitled THE RAILWAY CONDUCTOR.

It is a splendid book to read, and I watch eagerly every month for it, to hear from Brothers of the Order all over the land. I often wish I could see the names of those I know somewhere on its leaves, but they do not appear. Why is it that Brothers do not take more interest and let us hear from each Division, if it is only a few words? Then we would all hear from one another, through this good book given us so kindly.

On Sunday, January 5, 1896, we held a special meeting for the purpose of electing new officers for 1896 and initiating new members. There was an unusually large number present, and it was encouraging to all. I tell you when you see a good deal of smoke, if you watch you may see some fire before very long. Division 164 is in the smoke. Now, watch, and you will see fire that is going to last all this year. We have been on the sidetrack watching our chance to get out, and now the track is clear, and we will make up for lost time, if our crew don't fall asleep while on duty. Now for the signal to go ahead. Let each Brother make a determined effort to work and not faint in well doing.

Frontier City Division has chosen a good band

of officers for the ensuing year. Here are their names: All hail to our Chief, Brother G. R. Donovan, C. C.; H. A. Hulbert, A. C. C.; T. Maxey, S. C.; D. Ryan, J. C.; Wm. Garlock, S. and T.; T. Clooney, I. S.; A. J. Allen, O. S.

Some of our Brothers come from Providence, R. I., to attend these meetings. They are interested in this work, and when not in their places they are "missed but not forgotten." We have received a very interesting letter from Brother E. C. Davis, from Central Falls, R. I. He wishes to be remembered to all inquiring friends, and is anxious for the continued welfare of Division 167. There was also a letter from Brother W. R. Wilder, who was running on the B., R. & P. R. R., at the time he wrote. He was in Charlotte. Will be glad to hear from any of the boys at any time, no matter where they are. Let us hear from you.

At our special meeting on Sunday, January 5th, 1896, we had two initiations, H. A. Hulbert and D. Ryan. Others are going to follow later.

Our Division at present looks as if we might have a good record in three months' time. Perhaps there are some Brothers far away who would like to know what our boys are doing at present, and for their benefit I will tell them. Brothers B. McGrath and T. Maxey are running freight between Oswego and Niagara Falls, on the R. W. & O. R. R.; Brother T. Clooney is running passenger from Oswego to Niagara Falls; Brothers D. H. Stewart and C. H. Davis are running opposite passenger trains from Richland to Niagara Falls. Brother James Carroll is one of the favorite conductors on the K. Y. O. & W. R. R. He is regarded as a model of courtesy by all his passengers. Brother D. Ryan handles the phoenix train between Oswego and Syracuse; Brother J. H. Roche is a passenger conductor on the Oswego and Syracuse Division of the D. L. & W. R. R., and is held in high esteem by all who are so fortunate as to meet him. He is also the standby of Frontier City Division. Brother Robert Tuttle keeps a first class boarding house at 115 Silver street, Norwich, N. Y., where he will be pleased to meet any of his friends; Brother Robert Jones, who retired from the railroad service some time ago, still holds his iron business; Brother S. Bull, who also retired from railroad service, has become interested in the cas-ket works in the old "Eagle planing" mill, on the corner opposite the Ames foundry. Brother Bull is one of our charter members, and we truly miss him from our meetings. He always worked for the welfare of the Division when there. Come again, Bro Bull. We can sing with you, "Blest be the Tie That Binds." Brother T. Cronan is working in the East R. W. & O. yards, and Brother P.

Leaden works in the yards at Chicago, Ill.; Brother A. J. Allen is a passenger conductor on the R. W. & O., between Richland and Syracuse; Brother R. Collins is taking in the sights traveling over the country trying to find some place to settle, but he returns singing, "No place like Home." Brother John Cochrane does not recover as rapidly as could be wished, and I hope that all who possibly can will improve this opportunity of going to cheer his hours of confinement. He will be glad to see you all. "Do unto others as you would that they should do to you." The whereabouts of the following Brothers are unknown to the writer. Brothers W. J. White, J. Kelly, E. E. Averill, H. Shindler, C. H. Barker and W. Mills. Brothers J. Donovan, P. Longley and James Connors are in Providence, R. I. Brother J. C. Donahue is on the New England road. Last comes our bald-headed eagle of a Secretary and Treasurer, Brother Wm. Garlock, who is so conceited that he thinks all bald-headed men are the most sensible, and the only way I see is to give in to him. He tried to get out of office, but was elected right back again, so he will take his passenger train to Utica and return just the same.

We have just received an invitation to a dinner to be given at the Oriental Hotel, Middletown, N. Y., by Midland Division 104, on Sunday, February 2nd, 1896. "Many thanks," Brother Close, for this invitation. I hope all who possibly can will avail themselves of this golden opportunity. Remember the date, February 2nd, 1896.

Oswego, N. Y.

X. Y. Z.

Editor Railway Conductor:

An item of news from this section of the Lone Star State is so great a rarity that I hope my humble efforts to acquaint you with existing conditions will not meet with your disapproval.

Our division, 262, met the last Sunday in December, in regular session, and elected the following officers for 1896: J. A. Glenn, C. C.; Ed Nowlin, A. C. C.; W. H. Cummings, S. & T.; D. P. Arnold, S. C.; L. T. Wilson, J. C.; Thos. Pittman, I. S.; D. J. Hughes, O. S.; Finance Committee, F. J. Brownell, W. D. Davis and Wm. McPike; Grievance Committee, W. Davis, J. C. Murphy and F. W. Boynton.

By referring to the Secretary-Treasurer's report, I notice that at the commencement of 1895, on account of refurnishing our hall, and through a series of unfortunate circumstances, our Division was \$515.75 in debt; at its close, there was a surplus fund on hand to the credit of the Division amounting to \$100.74. I consider this a showing of which any Division might justly be proud.

We have at present, a membership of 105; aver-

age attendance twenty. Remarks unnecessary. We have a long list of Brothers who are working on the Northern division of the G., C. & S. F. railway. Many of them are doubtless known to some of the readers of THE CONDUCTOR.

In addition to these, Brother N. P. Cothran is general yardmaster at Cleburne, Brother S. A. Irvine at Gainesville, Brother M. J. Steele at Dallas and Brother Geo. Bowers at Fort Worth. Brother H. O'Toole is night yardmaster at Cleburne, Brother Geo. Fritz at Fort Worth and Brother J. R. Tillman at Dallas. Santa Fe crews run into the Frisco yard at Paris. Brother Nesbitt, who is a member of the Division, at Fort Smith, is general yardmaster there. Brother W. S. O'Brien, when last heard from, was in Central Africa. Brother Dan Murphy is running out of Silao, Mexico, on the Mexican Central.

We consider ourselves fortunate from the fact, that during the past year, we have had no deaths among members, and only one seriously injured, Brother Harry Alchorn, who was hurt while switching at Fort Worth, some time ago. We hope that the record for '96 will be as good.

Federation has been one of the chief topics for discussion for the past few months, but nothing definite has been accomplished. The greatest evil with which we are obliged to contend in this matter, is the indifference of not only our own members, but of members of other organizations. Everyone seems satisfied with existing conditions, as we have an extremely fair-minded set of officials, with whom we are working in harmony, but it should be remembered that circumstances are liable to arise at any moment that will alter these conditions, and if we were federated and trouble should occur, half of the battle would be won. I believe the majority will acknowledge that this is true, but merely acknowledging the fact does not assist us to federate. Brother Vigeon had this matter well under way at one time, and prospects were exceedingly bright, as 'George' is a hustler, but I presume that he became convinced that he could not accomplish everything alone, so the matter has virtually been allowed to drop out of sight.

At our last meeting in 1895, this Division was the recipient of a beautifully embroidered altar cloth from the Ladies' Auxiliary of the B. of L. E., who are occupying our hall. Resolutions were passed, extending to them our grateful thanks.

Cleburne, Tex.

TEDDY.

Editor Railway Conductor:

Although I am not the regular correspondent of Division 225, I will ask the Brother who was elected to that office to allow me to run around

him this one trip. I have often looked in THE CONDUCTOR with the hope of seeing something from this Division, but have always failed. The only reason I can give is, that the Brothers who have been elected as our correspondent must have thought they could not get any communications through to the outside world, as we are shut in, in this valley, by the hills of Canisteo. Although such is the case, the boys are far from being dead or sleeping, as they are up and doing what they can for interest of the Division and the Order in general. They have again elected, and I have had the pleasure and honor of installing for the third time, as chief of this Division, Brother B. F. Collins. He is one of the best in the Order, and one that has the interest of the Order at heart. We have No. 1 officers all around the Division. All we require is a better attendance of the members at our meetings to make them interesting and profitable to all. We have a membership of 109 in good standing. Among the first names on our roll will be found the name of that grand old man and Brother, W. L. Collins, P. G. C. C. Although he is able to leave the house but very seldom, he is always glad to clasp the hand of a true Brother, for he loves the Order and all who are worthy members. Our membership is composed of Brothers running on the Susquehanna, Western and Buffalo Divisions of the old Erie, with a few from outside roads.

I am unable to give much information in regard to what the boys are doing on the rail, as I was side-tracked a number of years ago. I hope Brother Webb, who is our regular correspondent, will wind a Web that will enclose all of the Brothers, and that he will give them a good showing up this year.

Our popular Brother, Than Tannery, has taken to himself a life partner. They both have the best wishes of all. May their life be full of joy, and may they live long to enjoy it.

Hornellsville, N. Y,

A. J. LOFTUS.

Editor Railway Conductor:

From my slumber of several months I will try to awaken.

Chillicothe Division, No. 181, O. R. C., starts off with the following list of officers for the year 1896: A. F. Cleveland, C. C.; Chas. Kennedy, A. C. C.; Chas. McCoy, S. and T.; Wm. Carson, S. C.; O. H. Hiatt, J. C.; L. Route, I. S.; C. Maxon, O. S.; Wm. Brown, T. A. Brown and A. F. Cleveland, Division Committee.

Brothers, one and all, give our officers your soul-stirring assistance, and I cannot see why No. 181 should not prosper during the year. We have several subjects on our line eligible for

membership, and every member of us must see to it, that their names are soon enrolled among the list of O. R. C. boys.

Business with us has been exceedingly good, and everybody making good time.

Brother Judson Harris, who has been on the injured list for several weeks, has thrown his crutch and cane away, and is stepping around spry enough to soon be able to enter the 2:40 race. He will be at his post of duty in the near future, and all of them will be glad to see his familiar face with his regular car.

The old saying is that the drummer is always considered the railroad man's friend, in time of accident or trouble, but January 5, 1896, at the collision seventeen miles west of Chillicothe, there was surely one on train No. 13 that does not rank with that genial list, as he had the GALL to want the assistance of every one to look after his trunks, regardless of any care for the injured and dead. He was not injured in the least, himself, and was surely lacking all the feelings of common humanity. Such as this will occasionally exist, but as a rule they are few and far between among the generous hearted traveling men.

Many good wishes for the O. R. C., and may the new year be one of prosperity.

Chillicothe, Ohio.

C. F. A., 181.

Editor Railway Conductor:

Since our last from 332, a new set of officers are "boss," at the same old stand. The new officers elect are C. S. Kretsinger, C. C.; J. A. Webb, A. C. C.; J. L. Teage, S. and T.; W. A. Stiles, S. C.; C. M. Laws, J. C.; J. B. Clark, I. S.; S. P. Gray, O. S.

Now, Brothers, come out and help the new officers, and get Division 332 to boom for '96.

An item appeared in a recent Jonesboro paper that surprised a few of our boys. It read as follows: "C. S. Kretsinger, a Cotton Belt conductor, and Miss Bertha Donnelly were married at 2 p. m., January 17th, at the residence of Chief Dispatcher J. L. Teage. Mr. Kretsinger left for Fair Oaks and took his new companion along. Brother Kretsinger has the local run from Fair Oaks to Pine Bluff."

Brother C. R. Martin, of Division 53, was a quite welcome visitor to Division 332 Sunday last.

Brother Kretsinger and wife were called to Denison, Texas, in response to a telegram announcing the death of his brother.

Brother Crull has returned from an extended trip through the east, and is at his same old stand on the Pine Bluff Division.

Brother C. E. Gowen has severed his connec-

tion with the St. L. S. W. R'y, and has gone to Jackson, Tenn. Success, Brother C.

Brother Jno. D. Heaney is "boss" of the Railway Eating House at Fair Oaks. Brother Heaney has had experience at this "biz," and can feed one just right. When in Fair Oaks, Brothers, give him a call.

SPUDS.

Jonesboro, Ark.

Editor Railway Conductor:

Once more your correspondent from West Philadelphia Division, No. 162, feels impelled to intrude upon your valuable time and space, through fear of being taken to task for non-performance of duty, a dereliction in which no good soldier or railroader ever desires to be found; but it seems to me, Mr. Editor, that do the best we can,—

There are ever duties left undone,

And many wrongs, unseen, are wrought.

How many victories never won,

And battles won, are never fought.

Yes, life is a curious mixture of light and darkness, of sunshine and shadow, of growth and decay; we see it all around us, we experience it every day, we feel it every hour, and when we undertake to analyze it, when we pause to meditate upon its meaning and its mysteries we become lost in a maze of misty thought, and don't know "where we're at," and the only thing left for us to do is to go quietly along and do the best we can, and if we see a Brother or a neighbor in need of help, give him a lift. It often happens that in helping another bear his burden we make our own the lighter. But it was not my intention to write a sermon, when I commenced this, but merely to tell you how we are getting along.

Division 162 is in a flourishing, prosperous and happy condition. Our meetings are well attended and lively and interesting. On the last meeting night in December our new officers were elected and installed, Brother Joe Connell, of Division 170, acting as installing officer.

We have at present 190 members in good standing, and only six on the sick list, four of whom are convalescing, and will soon be ready for duty again. Brother J. O'Donnell, who has been sick for a long time, went to work on the 31st of January. We all rejoice on his account, and are glad he is able to work again, for his case was a very discouraging one. Brother Wash Sterling still continues very sick, and so far has been unable to start on his contemplated trip for his health. We hope to see him better soon.

It is with feelings of the deepest sorrow and regret that we must again chronicle the sudden and tragic death of a beloved and respected Brother. His death was as unexpected as a bolt

of lightning from a clear and cloudless sky. Brother John B. Wiker had been a trusted employe of the Pennsylvania Railroad Company for twenty-five years; had been in the freight service for about fifteen years, and the passenger service for ten years; a man of exemplary habits, who ever did his duty to the best of his ability. On Wednesday morning, January 29, while in the discharge of his duty, he fell from his train at Downingtown, Pa., was run over by a passing freight train, and was instantly killed. He had endeared himself to the hearts of all who knew him. We sincerely mourn his loss, and tender our heartfelt sympathy to his broken hearted loved ones, in this, the greatest sorrow and saddest bereavement, that the human heart can know.

Brothers, let us permit this sad and sudden affliction to impress upon our minds the great uncertainty of life, that we may have our lights trimmed and burning when the summons comes.

Philadelphia, Pa.

M. M. S.

Editor Railway Conductor:

Cortez Division, No. 372, and Ortiz, its Auxiliary, are located at Raton, a lively little city, which lies in the shadow of Goat Mountain, on the banks of the roaring Sugarite River. There is no question but that for genuine good work and pleasure, both will compare favorably with the best in the Order. Division 372 was one year old January 13th, and in that time it has accomplished more than is usually done by any Division or order. Why? Because all try to do their part in every respect. Having wide awake officers, they inspire the proper kind of "a move" on the part of its members. We, of course, have had some rough sailing, and plenty to discourage, but by perseverance have overcome all obstacles thus far. It is my prediction, that should Division 372 accomplish as much this coming year as it has in the year past, the Order at large, and especially our individual members, will never regret that they have transferred into 372. They will be good and consistent O. R. C.'s and *proud of it*.

As for the Auxiliary, they, indeed, deserve that title, for they are a "helper" in charitable and entertaining work and interest. Their unique entertainments, given monthly, are very interesting. Their vocabulary of different ways of entertaining, and the names therefor, is much greater than that of the writer. I guess they went to a different college than I did, for I was too busy then learning to be a G. A. R. to attend any college.

December 19th they gave a "Hat Social," which, for originality, takes the lead. On this occasion they exhibited the "Auxiliary goat" for five cents a look. Real goat, whiskers and all.

It was a drawing card, but its attendant wasn't proud of his goatship. All gentlemen present were initiated into the Auxiliary; initiation fee five cents. I was highly pleased with the ceremony until I saw "That boy;" then I threw up my membership. Each lady brought an untrimmed hat. With trimmings, hats sold for thirty cents. The hats were numbered, and the ladies holding corresponding number were the purchaser's partner for luncheon. Queer hats; queer looking O. R. C.'s, but every one had a good time.

Again, on January 16th, a "Poverty social." Of course this was a grand success, for it is so easy to arrange your toilet for this occasion. I just wore my every-day clothes, and came near taking the cake (the premium), but Brother J. M. Clark resembled, and acted the character of Joshua Whitcomb, so closely, that he beat me "to it." Sister Hanford, too, was justly entitled to the first prize, a live rooster, but, like the white elephant, she was at a loss to know what to do with the prize. Every Sister brought a basket of lunch, enclosing her name. Basket, forty cents, entitling purchaser to the pleasure of the donator's company for supper. With my "gunny sack" of lunch I found a very appropriate and original poem, and, of course, I ate the largest share of the gunny sack of lunch.

C. M. H.

Argentine Kan.

Editor Railway Conductor:

The year 1895 is among the things of the past, and the year of 1896 is ushered in with its many resolutions for the better. This number of THE CONDUCTOR will find most of the conductors back on their regular runs. Brother O'Connor is back again from a rest with a sprained ankle.

Brother Jennings is domiciled in his new brick house, still is the same christian gentleman as before.

Brother Motley has his regular run again, after serving his ten days' penance. Brother Thornton has a through run for thirty days, and Brother Hall has the material train.

Brother Browning can make you laugh until your sides are sore, telling about his trip to the old North State, and Brother Bowen has a good one on his engineer, while taking oysters on the half-shell. Brother Godfrey is collecting fare and distributing local, while Brother Rose is at court. The extra conductors are trying their hands at the local, while Brother Lindsey is taking a few days' rest.

In the January number of THE CONDUCTOR we notice some of the correspondents speak of running on the king's highway of holiness to that

grand convention which we all shall attend, when the Grand Chief Conductor shall give us our runs that shall last through all eternity. Brothers, I am with you. My ticket has been purchased and offered me, and I have accepted it. And several of the members of Bluefield Division are making the run for that haven of rest which awaits them.

A conductor was dismissed from the service of the company here recently, and now says he regrets very much that he did not join the Order. Just so, my Brother; you have been running for two years by yourself, and the run is still yours.

There are many Order men who know nothing of the origin or history of our Order, who, like myself, would greatly appreciate reading the history of the same, as well as be greatly benefited thereby. Will some one give us the benefit of such a reading, in THE CONDUCTOR, during the year?

The engineers' wives have organized an auxiliary to the B. of L. E., in Bluefield, and I venture the assertion that we soon will have an auxiliary to the O. R. C., as conductors' wives will never fall in the rear in any good work.

Sisters Crumpler, Bailey and Woodside, speak out in "meetin'."

BONUS HOMO.

Bluefield, W. Va.

Editor Railway Conductor:

If we take the past for criterion the correspondent of Division 162 has forsaken his duty, and if you will permit I will take this opportunity to supply the deficiency.

We start the new year with a large membership and plenty of new material in sight. We took in four new members on the 26th. We held our election in our new hall, and I want you to make a mark right here that 162 has the finest and largest hall of any Division of the Order, and we are very proud of it. Any Brother paying us a visit will agree with me and will receive a cordial welcome. We have room for 250, so, Brothers, come and help fill it up. Our meetings have been well-attended and very interesting.

I think moving was the best thing we ever did. Some of our members objected. They now see the benefits, for it adds dignity to the Order, and shows to the public that we are not a cheap rate society, for the best is none too good for us. We filled our offices with good men, and are well pleased with our choice.

The visiting Brothers on election day were Connell, Shephard and Dougan, of 170; Smith, of 139. I failed to get the names of the others. Brothers, come again, for you are always welcome, and have a host of friends in 162.

Brother Connell very ably installed the officers,

with the aid of Brother Matthews, as marshal.

At the last two sessions we have run out of badges, so you see our attendance is on the increase.

At our last session we had with us Brothers Uliman and Cohee, of Division 224. They are so well known that it is not necessary to introduce them.

Brother Chief, we think you did not give Brother Matthews quite a square shake on his motion. They say Brother Maxwell is noted for the long sleeps he takes. Ask any of the California excursion boys. Billy, it was a lame excuse. Try and do better in the future. Billy may be the champion sleeper—we all know he is the champion Secretary and Treasurer.

Brother Brown is authority on steam heat. Any thing you wish to know, ask the professor.

Brother Manahan has left us and cast his lot with 204. He has our best wishes, as have any of the Brothers who are not satisfied with their first love, and leave us, for if they are not satisfied here they cannot do the good they can where they are.

If you see three shining balls together do not imagine you have struck a pawn shop, as it is our Division committee, Brothers Brown, Lewis and Terry. There is not much hair but plenty of brains.

They say Brother Bingham is to lead the grand march at the O. R. T. ball. We are satisfied he will do it with great credit, as he is very graceful. We wish the O. R. T. all the success in their undertaking, and may they prosper as they deserve.

Any of the Brothers visiting Brother Wheat at his country residence will not be asked to exercise his muscle on the pump handle in the future, as he has the water piped in his house, and you will get a square meal without working for it.

Mr. Walters, please note. They say Brother Lewis sits up at night with his gun, watching his hen roost, but calls in Brother Bowman when there is a dog to kill, as he is so tender hearted that he cannot do it. We are sorry to hear that Brother Sterling is not improving. He and his have the sympathy of all the boys.

Philadelphia, Pa.

TATTLER.

Editor Railway Conductor:

The January number of THE CONDUCTOR was duly received and was chock full of good things, both feminine and masculine. With all the regard in the world for our good Sisters, yet I hate to have it said that with less than one hundred Divisions they take more interest in writing to THE CONDUCTOR than the Brothers do with nearly

or quite four times the number of Divisions. "Oh, Why," my Brothers, do you allow this to happen? I think I can readily account for it, for if a Brother is not interested enough to attend Division meetings, he is much less interested in THE CONDUCTOR. I'll admit that Brothers having runs that keep them on the road from fifteen to eighteen hours daily are justified, and should rest as much as possible on Sundays, but I am finding reason to complain of those Brothers who are in town on meeting Sundays, who never have time to attend their Division, but who can be seen standing on the corners, or even worse yet.

Brother Wilkins met with us in the hall of Division 147 on Sunday afternoon, January 12, at 2 o'clock, with an attendance of between thirty-five and forty. We are very much encouraged by Brother Wilkins' report of the increase of interest and membership in the past four months, and also of the bright outlook for the future. Brother Wilkins wanted to arrange an evening meeting with our Division, but on account of our scattered membership and a number of our Brothers on night runs, we decided to meet with the Brothers of Division 147. We are always glad to see Brother Wilkins. Come again when convenient.

Brother George W. Wilhelm, our popular assistant trainmaster on the L. and S. division, was bereaved by the loss of his daughter, Annie, a young lady, who had long been a sufferer. She knew she could never get well and had long desired to depart and be with Christ, for she had settled the question long before her last sickness. Resolutions were taken at the last regular meeting of Delaware Division, expressing our sympathy with Brother Wilhelm and family.

The letters in the January number from Denison, Texas, under signature of W. S. O. and S. G. from Waseca, Minn., have the right ring to them. Would that more of our railroad men were christians. The assertion that men who railroad cannot be christians has long since been shown to be false by the many practical and living examples that are daily met with on all lines of railway running through this broad land of ours.

We had the pleasure of accepting an invitation to a supper last Wednesday evening, under the auspices of the Ladies Auxiliary at the home of Mrs. Lewis Baylor, on Chamber street. The tables fairly groaned with their load of good things. I had only one fault to find with it, they did not charge enough. I believe they got their box full of money, for they put the key in the box and then snapped it shut. Brothers Sunderland and Warner are my witnesses.

We look for Brother Frasher back the last of

the week, we trust benefited by his trip to Susquehanna County, Pa.

The local grievance committee met at Elizabeth with Division 307, and unanimously re-elected Brother L. Parker Titus as general chairman of the grievance committee for the New Jersey Central system.

Business is fair, freight and coal running very good. Ice business is flourishing. From four to five trains a day are run from Lake Hopatcong, and distributed along the line.

Brother John Hefferman, a member of Hoboken Division, No. 291, has been seriously ill, but at this writing is on a fair road to recovery.

I want to give the ladies of the Auxiliary fair warning that if they write more for THE CONDUCTOR than the O. R. C. members it won't be because Delaware Division has not done its full share of writing.

A full measure of success for the Order and its Auxiliary.

Phillipsburg, N. J.

WM. C. ROWLAND.

Editor Railway Conductor:

The following clipping serves to show which way the wind blows:

The railroad superintendents for the divisions extending from this city are exercised over the report that the railway men of Chattanooga are secretly organizing.

It will be remembered that a short while ago mention was made to the effect that the men were forming a general railway union in Chattanooga and holding nightly meetings. As near as could be learned the men were discussing the wage question. They were cut 10 per cent. some time ago and since then the officials have refused a restoration. The officials are now afraid of trouble and are trying to learn the promoters of the idea.

It has become a crime for railroad employes to ask the railroad company for an advance in wages, and if they do they are to be run down and discharged, and for that purpose "officials are making an investigation." For what, to pay the men their demand? Oh, no; to discharge them and then blacklist them. Last July the engineers, conductors and firemen running into Birmingham, Ala., met and formed a union for social and material benefits. Notice was at once served on two of the Conductors that if those meetings were not broken up they would lose their places. They did not desist and they were given their discharge. It was criminal for the employe to ask the employer for an advance in wages, as that was the conclusion reached by the company as to the probable result of the union meeting. Was it treason or dishonorable for the officials to call their men together and, after discussing the situation, ask them to submit to a 10 per cent. reduction of salary? Must the men be run down by the officials for asking its restoration?

Now if the railroad organizations are for any-

thing it is mutual protection and the bettering of their material condition. Honest pay for an honest day's work is the foundation of the happiness and prosperity of the employe and his loved ones. I would be conservative and just in our dealings with the companies. When the railroad company talked of advancing rates, if the merchants should hear of it and run around to find out the leading roads and have them enjoined, the companies would put up a terrific howl and swear they were persecuted. "Consistency, thou art a jewel." If it was right and honorable for the roads to organize and ask their employes to take less pay, it is equally honorable for the men to organize to ask the restoration of the cut or an advance; and railroad men know the value of organization. There are by far too many railroad men blacklisted, and the time is nearing when it must be stopped. If the employe is not competent, honest and painstaking let him be discharged, but neither the general managers' nor general superintendents' organization has any legal or moral right to blacklist the discharged.

Note the case of Brother Willets, in Florida, which is the first suit of this sort ever won by an employe:

Jacksonville, Fla., Jan. 21.—In the United States circuit court today, W. E. Willets, of Greensfield, Ind., secured a verdict of \$4,750 against the Florida East Coast Railway, Flagler system, because the road had blacklisted him.

Ten months ago Willets, who was a conductor on the road, resigned on two days' notice, to accept a better paying position on the South Florida Railway. After working two days for the latter road he was discharged, no cause being assigned. Shortly after Willets learned that Supt. Goff, of the East Coast road, had written officials of Florida roads, asking that Willets be not employed. Goff did not allege Willets was incompetent, but simply requested that he be blacklisted. Since the letter was written Willets has applied to every road in Florida for work, but in vain. In consequence he filed suit for \$10,000 damages, which resulted as above stated.

It is said to be the first blacklist suit ever won by a railway employe.

Is there not enough brains and determination in the conductors, engineers, firemen and trainmen to get together and so organize that proper legislation can be brought about for the benefit of all concerned, employe and employer. Let congress, at this session, enact a law creating a board of arbitration, and the incorporating of labor organizations. And I opine you will very soon stop the present friction and reduce the high tension now existing between the employer and the employes. Let our Grand Chief, Brother Crark, with Chiefs Arthur, Sargent and Morrissey, take up the work where it was left off at the last congress and see that the bill that passed the last house becomes a law or is defeated.

Brothers, you must legislate through the state legislatures and congress. You must not be so infernally afraid of the courts. Remember the Geeslin case in Georgia, and others that can be cited. All that is asked is simple justice. The

urbane laboring railroad employees do not propose to be run down and treated as brigands or freebooters. You will find in the womb of 1896 hidden many startling surprises for the laboring world, and the closer you get together the greater will be your chances for success in the issues as they come. Rally to a man around the standard of right.

Division 175 is in the field. We have important work mapped out, and we feel sure of success for our cause is just. We are alive to the fact that we will not get a single law enacted for the railroad employe unless asked for and we are going to ask. There is no bickering or growling in Division 175. We are all united or determined to labor for right and humanity.

The great issues of the past admonish us that in union and proper organization is our strength, and to the accomplishment of the greatest good to the greatest number we are bending our energies.

Let every Division in the United States send a memorial to its senators and congressmen, praying for the passage of the only bill that passed the house of the last congress, and you will find that you have made a great leap forward when it becomes a law. I hope Brother Clark will soon be able to go to Washington, D. C., to take up the work where he left it off.

With compliments of the season Division 175 greets the Order of Railway Conductors.

Memphis, Tenn.

EXCELSIOR.

Editor Railway Conductor:

Division 122 met December 29 and elected the following officers for 1896, and we have every confidence that they will serve us in every way, creditably: John Tait, C. C.; J. G. Wheeler, A. C. C.; C. D. Baker, S. and T.; W. J. Coyne, S. C.; J. F. Monahan, J. C.; S. B. Flagg, I. S.; E. W. Briggs, O. S., and M. M. Holdsworth, R. A. Murray, A. E. Holden, Division Committee.

At the same meeting we adopted a new set of by-laws that were presented by a committee appointed to bring in a new code. The most important change advocated and adopted was a slight increase in dues which enables the Division to pay a benefit to sick or disabled members of five dollars per week. This feature will undoubtedly awaken a good deal more interest in the affairs of our local Division than we have heretofore noticed, because almost everyone will know what five dollars means when he is sick.

After we had installed our officers about fifty of us, including visiting Brothers from Worcester and other Divisions, adjourned to Hotel Thorn-dyke, where Brothers Holden, Holdsworth and Chandler had a royal feast prepared for us. The

proprietors entered into the "spirit" of the occasion and everybody testified that it was one of the best jollifications that we have had. After we had somewhat appeased our appetites with solid and liquid foods of different nationalities, the well known form of C. C. Brother Tait was seen to rise from the ruins of an eight pound turkey and four bunches of cigarettes, and in a few well chosen words he called upon the six other Past Chief Conductors present to step to the head of the table and presented them with a Past Chief's jewel, amid the hearty applause of all present. The recipients of the gratitude of the Division for past services in the chair were C. D. Baker, W. F. Boynton, F. L. Dunbar, M. M. Holdsworth, A. E. Holden, H. W. Masters and John Tait; each of whom gave a short address of thanks. We were all sorry that sickness in his family prevented Past Chief Conductor Phillip Morrison from being present and receiving the token of our esteem in company with the others, but we know that the mutual feeling will be just the same when Brother Morrison receives his jewel at the next meeting that he attends. We are all pleased to hear that Brother Morrison's wife is doing as well as can be expected and he expects to have "the boy" running a train by next Christmas. Brother Balcom, Chief Conductor of Division 237, also addressed us at the dinner and his words were full of brotherly feeling and sound common sense. We all join in thanking Brother Balcom for the able manner in which he acted as installing officer. After dinner the Brothers parted with a better feeling toward each other and a higher appreciation of the responsibilities of our daily lives. Some few, however, remained to hear a lecture upon the life and virtue of "four kings."

We have since had our regular meeting on January 19, and advanced Brother Dimond, of the B. & A. R. R., to the hurricane deck of O. R. Cism. He appeared to enjoy everything until the grab handle came off the roof and he gently settled down upon the floor; during the excitement that followed he lost a pocketful of cigars but finally came out all O. K.

From the way things have turned out at our last two meetings it has been clearly shown that the members of the O. R. C. in Massachusetts are woefully behind hand in the matter of good organization. It is about time that the O. R. C. should realize that they must organize as allowed and instructed by the constitution before they can expect to reap any of the benefits that certainly are obtainable, besides the simple benefit of fraternal insurance.

A proper organization of its grievance committees is and should be the first duty of a Division

after the election of officers, and in Divisions composed of members employed upon different systems the men representing the different roads should be allowed to make up their own grievance committees, present the names to the Chief Conductor and then he could appoint them as provided. Care should always be taken to select men for these committees who attend meetings regularly or often and who know something of what is going on and what would be expected. They should also show some natural qualification for the position and some desire to work for the end that is designed. It is extremely important that this should be looked after by the men employed in freight service because it is a well known fact that in the east a freight man is considered of nearly no account, and if he does not look out for himself, then nobody else is going to do it for him. Now, Division 122 has taken up this matter of grievance committees and we shall expect to be able to confer and co-operate with similar committees from the other Divisions in or about the state with a view to perfecting our organization upon every system running into Boston. I think that it is time for the freight conductors to work together with the idea of getting some uniform regulation in regard to advancement to passenger conductors and have the same in effect upon the different roads. It certainly is no more than justice that a man who has run a freight for six, eight or ten years should have some tangible evidence that he is going to get a show for a little easier position some time or another before he passes in his checks.

Another matter that I want to bring before our Massachusetts Brothers is this; some time ago we wrote the Grand Chief Conductor with regard to establishing a legislative committee but the Divisions have not yet taken action. Now it seems to me that failure to take action on these matters is entirely wrong and is probably one reason why we have not a conductor upon the Massachusetts railroad commission today. The Locomotive Engineers have learned the power there is in complete organization and today they have men to look out for their interests, no matter whether it be at a division superintendent's office, general manager's office, or at the state house, and it is the duty of each and every member of the O. R. C. to assist in perfecting similar organization in our own Order. It seems to me that a union meeting now and then would certainly bring our Order up to perform some of the things that it was originally intended to perform, and not have it relapse into a simple insurance concern. I would like to see a union meeting of all our orders in Boston and have it

addressed by the Grand Officers of each of the orders; it certainly would be a great thing.

I trust that the Brothers are taking a greater interest in the general affairs of our nation than they appear to be showing in our Order. I suppose they were all buckling on their armor ready to sally forth when Grover should give the word. It seems to me to be about time for us to shake off our party ideas and get out of our old ruts and vote a little more in our own interests; when we come to look at the make up of the present congress and see that over half of them are lawyers, it looks as though the idea the old colonials had fought against, that of taxation without representation, had come back on us again, because we cannot find where it says there is one ordinary workingman in congress. There are only sixty farmers to represent over 5,000,000, and 285 lawyers to represent the 90,000 lawyers that are in the United States, and then they cannot pass a law that will stand as law half the time. It is time everybody looked into this matter a little more, because in a few short years J. P. Morgan and a few others will have bought us out body and soul, because all they have to do is to offer money to this band of robbers, or lawyers, in congress, and they can get what they want, for who ever heard of a lawyer refusing to sell his influence to the highest bidder, no matter whether he went on the wrong or the right side of a question. It is merely a question of money with a lawyer, and they go for the biggest pile every time.

We read a good deal in the papers lately about sound money and worthless greenbacks, depreciated silver, and what else God only knows, in attempt to justify the actions that are taken by the administration and congress upon the money question. This is all humbug, and is only so much dust thrown in the eyes of the people in an attempt to hide the deal that is about to be tried, to throttle the people's money that fought the war for us, and pass the business of issuing money over into the hands of the national bankers, so that they can squeeze more and more out of the hands of the laboring people; the ones that are the only real producers of wealth in any country. It is certainly a shame that anything of this nature should be allowed to go through, and it is hoped that our Grand Officers will lend their influence to those who are opposing this deal, because almost anyone can see that it would virtually hand the country, body and soul, over to the Rothschilds, through their agent and conspirator, J. Pierpont M——.

We are continually hearing arguments against the greenbacks, calling them treasury robbers and all other vile names and saying that national bank

notes would not do anything like that, but if anyone will tell me what is going to back up the national bank note that is not already behind the greenback I will certainly learn something new. What we want is legislation that will make the greenback legal tender for all debts, and an abolition of corporation money in the shape of national bank notes, and then as the people must have paper money, we would stop raiding the treasury because the raiders, that is, the bankers, would not be making anything out of the transaction.

If the Brothers will read Mr. Borland's and Mr. Stuart's articles through carefully as they appear from month to month, they will certainly see a way that will lead the country out of its present downward tendency and set us so that we could stand alone regardless of the stand taken by other countries upon monometallism, bimetalism or the tariff, and still have lots left over after everybody in the whole United States had all they could desire.

"122."

Boston, Mass.

Editor Railway Conductor:

The Home for Aged and Disabled Railway Employees, acknowledges receipt of the following cash donations during the month of January:

O. R. C. DIVISIONS.

1	.....\$ 12.00	7	.....\$ 12.00
13	.....6.00	18	.....2.25
35	.....5.00	44	.....5.00
46	.....25.00	58	.....12.00
81	.....4.21	85	.....6.00
87	.....3.00	90	.....6.00
91	.....12.00	92	.....12.00
110	.....12.00	115	.....12.00
124	.....12.00	151	.....1.00
164	.....12.00	169	.....2.00
193	.....12.00	207	.....3.00
227	.....9.00	241	.....11.00
246	.....3.00	261	.....3.00
290	.....5.00	327	.....3.75
368	.....3.00		

Total.....\$226.21

L. A. TO O. R. C.

Division 42.....	\$ 3.20
Division 50.....	5.00
Division 54.....	5.00
Division 65.....	5.00

Total.....\$ 18.20

Total O. R. C. Acct.....\$226.21

Total L. A. to O. R. C. Acct.....18.20

O. R. Telegraphers, No. 240.....2.00

B. R. T. Lodges.....237.10

B. L. E. Divisions.....161.80

B. L. F. Lodges.....76.00

Personals.....9.57

L. A. to B. R. T.....8.00

G. I. A. Divisions......25

Total receipts.....\$739.13

Highland Park, Ills. F. M. INGALLS,

Box 355. Secretary.

Editor Railway Conductor:

Licking Division is known as the Banner Division of the B. & O. system, both in quality and quantity. I will have to admit, however, that quite a number of our Brothers are backward in attending meetings, and I am afraid if some were tested in the new work they would fall short. Brothers, why is this? Are you not satisfied with what the Order is doing for you, or have you some other reasons? If you have, it is high time to state your reasons, and if you are right in them, I am sure they will be rectified. We have a good set of officers for the ensuing year, as they are all hustlers, and I believe prosperity will crown their efforts. No doubt the year 1896 will be a prosperous one for 166 in the way of new membership.

Brother John Thornton has resigned his position as president of the Bachelor's Club, of Newark, Ohio, and has taken unto himself a better half. Good luck to you, Brother Thornton, and may it never be said that you are stumping the country advocating "Marriage, a failure."

Brother C. D. McDonald and wife have just returned from a trip through old Mexico. Brother Mc thinks there is no place like Mexico.

Division No. 7, L. A. to O. R. C., gave their annual ball January 23 and it was a grand success, both socially and financially. The ladies are fine entertainers, and you may be sure we will be always with them when it comes to dancing.

Brother Chas. Stevens, of the E. O. R. R., spent a few days in the city this week calling on friends.

Brother Chas. Reel has given up the Sandusky short run, and Brother John Thornton has taken his place. Brother Reel will go on the chain gang again.

Brother James Moore has taken the Zanesville and Wheeling accommodation with the Zanesville lay-over.

In looking over THE CONDUCTOR I see there is not the interest taken in it there should be, by the Division correspondents. Come out, you knights of the punch, and take up the pen and write a few lines, if it is ever so little, and help make THE CONDUCTOR second to none of the fraternal journals published.

Newark, Ohio.

Editor Railway Conductor:

We hope and trust the new year has brought to you and all the Brothers peace, prosperity and happiness. We are well aware of the fact that at the beginning of the new year many resolutions have been made and many promises have been entered into by numerous Brothers of the changes

they propose to make and of certain evil habits which will be omitted, and if permitted, we would advise that you adhere to these resolutions as though your existence depended upon them. What is man devoid of honor and truthfulness? No more than a reed cast upon the current of time, subject to being carried in any direction, without a firm and steadfast will and disposition, placing your confidence in God who has promised never to leave or forsake you. Braving the storms incident to this life, it is no hardship to be manly, honest and honorable, and to take proper care of yourselves and your finances, for the day will surely come when your frame will not be as erect, your step as elastic, your vision as bright and memory as clear as at present. Then your services will not be appreciated and if your life has been a wasted one, what a sad sight you present. Think of this and take warning.

On the 23d of December, Division 223 had an election of officers for the ensuing term, with the following result: E. C. Caskey, C. C.; G. W. Riding, A. C. C.; E. E. Entler, S. and T.; Wm. Westrater, S. C.; E. T. Cline, J. C.; D. A. Davis, I. S.; H. A. Long, O. S.; A. T. Russler, Correspondent, Cipher Correspondent and Chairman Division Committee. Peace and good feeling prevailed during the entire meeting, which consumed most of the day. At night the conductors, their wives and families received an invitation to attend a fair being in progress by the B. of R. T. and take supper with them. It is needless to say the invitation was accepted, and they went in a body and did ample justice to an elegantly supplied table.

I have not been informed of the official force in the Ladies' Auxiliary, but feel justified in saying they have the very best. I feel as though too much praise cannot be bestowed upon the Ladies' Auxiliary; it is the greatest helper the O. R. C. has, and is highly appreciated. Every Division should have its Auxiliary, because it brings about closer acquaintance and more sociability. Men and women who isolate themselves from society, and have no near and dear family ties, are the most uncomfortable of human beings. Byron says, "Happiness was born a twin," but the phrase, though pretty and poetic, does not go far enough. We are gregarious and not intended to walk through life in either single or double file. The person who cares for nobody and for whom nobody cares, has nothing to live for that will pay for the keeping of body and soul together. You must have a heap of embers to keep a glowing fire. Scatter them apart and they will become dim and cold. So to have a brisk, vigorous life you must have a group of lives to keep each other

warm, as it were, to afford each other a mutual encouragement and confidence and support. If you wish to live the life of a human being and not a drone, be social, be brotherly, be charitable, be sympathetic, and labor earnestly for the good of your fellow beings, as well as for yourself. Then note the result, which you will do with surprise and pleasing astonishment.

As THE CONDUCTOR is a monthly visitor, you may expect to hear from us again on our mode of railroading thirty-five years ago.

May you have a pleasant and prosperous new year with many returns.

A. T. R.

Martinsburg, W. Va.

Editor Railway Conductor:

At a regular meeting of New England Division 157, held on Sunday, January 26th, with Chief Conductor Silsbee in the chair, ninety members were present. That's right, Brothers, come and assist the officers. There is no better way of helping them than by giving them a full attendance at each meeting. The work was conferred on one candidate, and the able and efficient manner in which it was done by the new officers, brought forth applause. Right here let me say that it was the first time I ever saw the degree worked without the use of the ritual in this Division. When the Senior Conductor, Brother Copp, stepped on his own foot and thought it was the goat's, he brought down the house.

It gives your correspondent great pleasure to report that our worthy Secretary and Treasurer, Bro. W. R. Mooney, who has been so seriously sick, is rapidly gaining. It is the sincere wish of every member of this Division that he will soon be able to resume his position. We are glad to note, also, that Mrs. Mooney, who has been quite ill, is rapidly recovering.

The Division is seriously contemplating an excursion to Florida or Southern California. This trip will not cost the Brothers who attend, anything, and arrangements will be made whereby they will be paid while they are away. I understand that at present there are about one hundred members who will go if the Division will also insure them against accidents and feed them. By all means, let's have such an excursion, but for Heaven's sake, let's keep the train there so they can't come back. We were talking of a ball, but as that would cost something, and as we have money in the treasury to burn, we have given up the idea and are going to try the excursion.

The charter of Division 157 is again draped in mourning. Brother C. W. Abbott was called away very suddenly on Friday, the 24th inst. Thursday he was at work, but the next day, after

an illness of a very few hours, he stood before the Great Conductor. An honored Brother, a true friend, we mourn him sincerely.

Brother Jim Harrington is still running on the road, but since he and Brother Beaumont went into the milk business, they have very little time to themselves. They can be found, however, at John Sullivan's old stand on Kneeland street. Give them a call, Brothers, if you want anything in can goods, as I am confident they will use you right. Brother Fred Baker is stationed near Campello in charge of a gang of Italians. As Brother Baker can speak Italian and five other languages, he does not have to take a back seat for any of them, but is a success wherever he is placed. Brother Geo Day met with an accident which came near being quite serious. In going through his train he slipped and fell against a fellow's fist, which caused the fellow to pay \$15 and costs. To George? Oh, no, to the state. Brother Day was not badly injured, however, and has resumed his run. Brother Fletcher Sanborn's number is 411, I think, but he will not appear until it is time for duck trousers, though he still belongs to the Order. Brother Prance, I can't believe you. Do you mean to say Brother John Buckley got another pair and both boys. Say, John, ——!

We can't expect many of the B. and A. Brothers to visit the Division on Sundays, as the road runs no trains on the Lord's day, and Brother Brackett says they are not allowed to walk on the track. On week days they can't come because they have to work. If we had a few more like Brother Haskell, who drove six miles through the blueberry bushes last Sunday with his wife, (his own wife, mind you,) and then took train thirty miles more to attend the meeting, you can rest assured 157 would have a large attendance.

I have been waiting to hear from the correspondent of Mascot Division, but I hope she will not show any jealousy just because the ladies make such a confidant of me. Because of my article in the December number, the ladies have fairly overwhelmed me with thanks, one of them going so far as to offer me her husband's necktie, while the men are laying for me with clubs. I am informed that Mascot Division has \$70 to its credit in the strong box. Pretty good showing for less than one year. Would that my own Division could show a proportionate amount for its ten years of existence.

Brother Cal Brown has had his whiskers tanned and it has changed him wonderfully. Sister Brown is very proud of him and does not like to have him go out, for fear some one will steal him.

The operator has nothing to do with the smile

on Brother Beale's face Who would not smile if he was a grandfather?
G. E. S
Boston, Mass.

Editor Railway Conductor

I must take time to say a few words in praise of the officers and members of White City Division 100, L. A. to O. R. C., and the reception given by them on the evening of January 22, to the members and their wives of Divisions of the Order located in this city, viz: Nos. 1, 41 and 293.

It was one of the worst nights imaginable, the rain was pouring down and freezing as fast as it fell, and made it very difficult to stand up, but that did not deter them from coming out in good numbers, and to say that the Brothers were elegantly entertained, is putting it mild.

The ladies had engaged both the upper and lower floors at Erickson's Hall, Englewood, and a string band to give us music. Those that wished to dance had a fine opportunity to do so, of which many availed themselves; others chose the quiet way of amusing themselves by playing cards, but the majority preferred to "trip the light fantastic."

After dancing a few hours we were called to partake of a nice luncheon, which I assure you we all enjoyed. Then a few more dances, and somebody wanted to hear a few words from the Brothers. Well, Brother Hite, from No. 1, made quite a talk and spoke in commendation of the L. A.

Then Brother Cruely, of 41, was called for, when it was discovered that Brother C. was locked out, but he soon put in an appearance, and related a funny tale about the darkey and the eggs, and it took quite awhile to count those eggs. The best talk of the evening was given by Mr. Towsley, editor of the Englewood paper, who spoke in the highest terms of both the L. A. and the Order.

After all, they compelled me to say a few words, and everybody who knows me, knows that "C. H. W." is a better worker than he is a talker, but I did say that the Ladies' Auxiliary deserve great praise in getting Division 100 started, and now that they are, they should have every encouragement possible to give them.

Too much praise cannot be given the officers for their zeal in accomplishing what they have already done, and especially so to their President, Mrs. J. M. Sewell, and their Secretary, Mrs. A. J. Crumley.

Now, before I forget it, a word to the Sisters. Do not expect too much of your officers. They cannot do it all. You must hold up their hands and give them your hearty support, and help to make a success of their undertaking. Bv all

means "pull together," for "a house divided against itself cannot stand."

Again thanking you for such an enjoyable evening, and wishing you all the complete success you so truly deserve, and that 'ere long you will be holding your meetings farther down town, I remain,

C. H. W.

Chicago, Ill.

Editor Railway Conductor:

At the last regular meeting of Hollingsworth Division 100, there was a good attendance of old members, among them being the following: Brothers M. T. Collins, J. A. Hinton, B. B. Piper and P. H. Beck. Nothing pleases the members better than to have the old conductors call and see how things are moving.

All of the Brothers will be pained to learn of the death of Brother Frank Smith's father, which occurred last week. We extend sympathy.

This Division has one application for membership, with hopes that there will be more to follow.

I do not know of anything that would be of more interest to the Brothers of Hollingsworth Division than to tell them of the way some of the old members are employed after being out of the railroad service.

Our present Chief Conductor, Brother Ed O'Brien, is inspector for the Columbus Street Railroad Company, and his Brother Dan is on the same line as conductor. Our present Secretary-Treasurer, E. M. Draper, is secretary for the master mechanic at the Columbus shops of the B. O. R. R. Brother Ed Phalen is deputy sheriff of the county, and Brother Garrett Fox is one of the city's detectives. We understand they are all giving satisfaction, which shows that conductors out of their usual occupations still have the ability to make their living.

We also find the new year's advent on the C. A. & C. R. R., of great disadvantage to Brothers on that road, as they have taken off three passenger crews and have changed the schedule so that the fast train was made local, and the trains that did most of the local work were taken off. This set four passenger conductors back. Brothers Osborn and Close took north end locals. Brother Rellick drew a baggage and express run, and Brother Hunt the extra passenger work. The boys are feeling pretty blue, but hope business will get better in the near future, and they will be reinstated in their old places.

C. W. S.

Columbus, Ohio.

Editor Railway Conductor:

The January number of THE CONDUCTOR

reached us in due time, brim full of good, hard sense reading matter, both from ye editor and from the many correspondents. I only wish I had not waited until it was necessary to rustle in order to get my communication away in time for publication, and then found I had not secured the notes desired to manufacture a readable letter, like the one over the signature "A. J. M.," of Division No. 40, St. Paul; "R. T. M.," of 36, Pueblo; "W. S. O.," Division No. 53, Denison, Texas, and that Yankee from Boston, "G. E. S." We read his description of the costumes worn by the ladies at their ball, and we ges (guess) "G. E. S." is O. K.

Division 44 has been doing a good business the past month in the way of making new members, both by transfer, initiation, new business, etc.

We have remodeled our funeral benefit fund and have it down fine, and will advise the Brothers about it in next issue of THE CONDUCTOR.

Brother James Thomas was called to his home in the east about the last of January, by the sad message, "Come at once if you wish to see mother alive." Division 44 sympathizes with Brother Thomas and family, and hopes her illness will not prove as serious as anticipated.

Brother Andrew Swivell, of Division 48, Detroit, Michigan, has located in Denver for the benefit of his health, having almost entirely lost his hearing from catarrh.

The rich mines of our state are attracting lots of people, and the railroads and railroad men will, no doubt, do a thriving business with the opening of spring. Cripple Creek and Victor are unable to provide sleeping quarters for their population, and many men are compelled to sleep in saloons, on office floors and sit up in chairs, who have money to pay for beds.

Leadville's ice palace is a new fad in this country, and is attracting people from all over our state. We learn some of our Brothers who are unable to stand the heat of the valleys are basking in the shady side of that institution.

Brother Gilmore has gone to Kansas City on business. Brother Duncan, who has been on the Gulf, between Denver and Greeley, expects to take a run on the South end of the Gulf, soon.

Our old friend, "Pinkey" Muir, is following a switch engine in the Rio Grande yard at Denver.

Who of Denver's old timers (ladies included,) does not know "Pinkey?" He has had more jobs, we think, than any railroad man in this country, and is a favorite among all.

Who said ball? Well, start it rolling and let's have our annual ball.

HOT TAMALES.

Denver, Colorado.

Editor Railway Conductor:

After a very pleasant visit of three weeks in my mountain state of West Virginia, I returned here a week ago, and again fell into line on the Santa Fe, between here and Marceline, Mo. I came home via Parkersburg, Cincinnati and St. Louis, and met with an amusing incident when I left Parkersburg, as I found the Brother in charge of the train was named McGinty. Well, after I made myself known to him, he said, here is McGinty and Annie Rooney, names made popular by song some time ago, and we then looked around for Sweet Marie, but if she was on board she failed to respond. However, if this was McGinty who went "to the bottom of the sea," he must have "bobbed up serenely," for I found him a staunch O. R. C. man, and a gentleman in the full sense of the word.

The January number of THE CONDUCTOR has reached me, and I notice with pleasure, an increase in the fraternal portion. Now this is as it should be, Brothers. Let us hear from every Division from Maine to California. This awakens new interest in the readers, and goes far to make any careless Brother attend his Division more regularly.

I notice Brother Welsh, of No 55, regards the outlook for '96 as very encouraging. Well, Brother, this is not the case with us poor orphans of the Santa Fe, as business never was worse. We have only eight crews on this division, and are making four days a week. We thought with the great corn crop which last year blessed Kansas and Missouri, that we would be making plenty of time this winter, but we found the corn instead of going into freight cars, went into cribs, and as it is only 17 cents per bushel, will be held until prices advance. In the meantime, what is the hungry car hand going to do? I suppose like the old adage, he must "live, horse, until grass grows." If any Brother has thought of coming this way in search of employment, I would say to him, do not come, for while we could extend to him the right hand of fellowship, getting employment would be out of the question, with our present state of affairs. We are going to have a new time card in effect February 2nd, and it is rumored that two of our passenger trains will be taken off, which does not add any encouragement to the outlook.

God speed you and all the readers of THE CONDUCTOR.

M. T. ROONEY.

Argentine, Kas.

Editor Railway Conductor:

It would have done your heart good to have

seen Neversink Division 52, on Sunday, January 26th. Such a room full of good looking bucks you never have seen in your life. But then, it isn't much to blow about. A whole lot of them were notified to come and get the new work, or be dealt with according to Article XIII, Section 1, and it had a splendid effect.

We are awake to business, and we will all be made toe the scratch. We have three or four candidates in waiting and there are more to follow. All the boys are anxious to get into the fold. We are going to be a little bit cautious. It won't do to hurry anything through we will be sorry for. This is, and always was my argument. Let all attend the meetings who can possibly do so, then they will be posted, and can call a halt when it is necessary. I have heard Brothers squeal after a thing had been done, who never attended the meetings. If they had been there, their talking would have had a good effect, and probably would have defeated the measure they were kicking about.

No doubt our Division will be well represented at Millard Division 104's banquet February 2nd. Every time we go there we are entertained like kings. I want to say right here, "they are the people." Will give a better account next month.

Port Jarvis, N. Y.

BISMARCK

Editor Railway Conductor:

The annual election of officers of Division 77, for '96, resulted as follows: F. E. Denison, C. C.; George Russ, A. C. C.; B. F. Blount, S. and T.; Vineyard, S. C.; Greene, J. C.; McClery, I. S.; McCall, O. S.; Bird, Denison and Russ, Finance Committee.

I have reason to believe the above named officers will do their duty. Now, Brothers, you that can, please attend meetings more promptly. We would also like to see the Brothers from other Divisions and working here, transfer to 77.

Business on the I. G. N. R'y is very good. Brothers Russ, Vineyard and Hubbard are doing extra passenger work.

A few days ago Brothers Hubbard and Vineyard were in San Antonio on business. Soon after their arrival they overheard a passing remark: "Those gentlemen are from Palestine." "Why?" was asked. "They have red dust on their shoes." The first thing the Brothers did was to loo out for a shine.

At our last regular meeting Mr. Tom Fitts was made a Brother of Division 77. Brother Fitts has a mixed run on the Huntsville Branch.

Those oysters were fine.

Success to the Order for the new year.

Palestine, Texas.

W. W. GREENE.

Editor Railway Conductor:

By way of change I shall undertake to tell just a little bit of what is going on in Division 120. There are none but what would like to see a more brotherly feeling, one toward another. Things are not as they used to be, some eight or nine years ago. The rule or ruin spirit has come to the front so plainly, that I fear, unless it is checked, Division 120 will suffer badly. I am in hopes our present Chief will show himself equal to the emergency, and shut off all bickering and fault finding, and restore harmony. To be an officer is certainly far from desirable, for we well know no man is perfect, and mankind are not as considerate of natural imperfections as they should be. I regret very much we could not have had the pleasure of a good talk from Brother Wilkins when he was here, but I think he did not see over half a dozen of the Brothers. Business has been extremely good with us for some time, consequently the meetings are poorly attended. If he will come again, and notify us a short time ahead, I think we could give him a good attendance, and I am sure it would be like breathing new life into this Division.

We have felt no great change since the reorganization of the Erie Company, but can hope for a most pleasant feeling to exist between the new management and the employes. While Mr. Merrill comes to us as a man of strict discipline, we feel confident that by our co-operation in the performance of our part of the business, he will not see proper to make any changes among us. I am sure his coming is rather hailed with a feeling of relief, for we are confident when he says a thing he means it, and will not say one thing and do another. I have seen the gentleman but once, and must say I was pleased with his appearance; but the old saying, and a good one, is: "You can't tell by the looks of a frog how far it can jump."

There is some talk now of changing our freight division from Marion to Galion, which would add twenty miles to the east division of the C. E. It is not looked forward to with much favor, and we hope it will not be made. Train Master McClelland has his hands more than full with his two divisions, and he deserves great credit for the manner in which he transacts the business.

Geo. A. Coe, superintendent of the West Division, calls on the boys when there is an investigation on hand, and an order to call on C. C. R. means an entertainment of unusual interest to all invited, with an assurance of a just decision, as Superintendent Reynolds always presides with dignity, and favors no one.

Brother Al Young, of the Milk Shake, is off on

a recruiting trip. Brother B. J. Gibney looks after his run.

There is not much change among our passenger conductors. They are Frank Arrowsmith, Jos. Dill, I. L. Wilcox, S. F. Godden, Ham. Kerr, Jerry Darmody, Mike Burgess, and J. M. Sewell, with Al Young on No. Judson accommodation. Will Strader and Newt Robey on Wells Fargo Express. Extra list are: B. J. Gibney, Capt. Creamer, Chas Dow and T. E. Day, or *Dad*, for short.

Well, as I have consumed considerable of your valuable space I shall go to refreshments.

Huntington, Ind.

CUBA.

Editor Railway Conductor:

Admitting the success of the Order of Railway Conductors, and giving that organization credit for all it has accomplished in the past, in the full meaning of its motto, Justice, Charity and Fidelity, the question that now confronts its members is how can such an organization be made to fit its members to occupy higher positions in railway service? There is a large field yet uncultivated by the members of the Order, and when properly cultivated they should reap an abundant harvest. The ambition of all trainmen is promotion to the position of conductor. So far so good, but don't let your ambition stop there. Keep on, and by strict attention to your duties as conductor, show your fitness to occupy such position as yardmaster and trainmaster, which are steps to the position of division and general superintendents. Methinks I hear some Brothers say when they read this, "Jack Rabbit, your aspirations are too high. The chances for the promotion of a conductor to the offices named are not to be thought of." Brothers, you are mistaken; there should not be an office herein named, to which a successful conductor may not aspire. The railway companies have given us encouragement for higher aspirations, by setting a standard. They say to all who make application for train service. What is your penmanship? Are you a fair speller? Are you fair in arithmetic? And what is your ability in composing a letter? Last but not least, do you drink or gamble? All of which I approve. We now have the rough material to work on, what is going to be the outcome of the finished article? Why, a better show for promotion than we veterans have had in the past. The young men who are now ready to step in and fill the places of men who are too old to continue in the service, will need no second invitation to become members of our organization if we commence to elevate and fit our members to occupy these higher positions. There will then be an object for them to affiliate with

our Order. We have been drones too long, so to speak, and have had others do our thinking and writing. What has been given us to read? Articles on labor problems that are only theoretical. What labor class has been benefited by such articles? But never has an idea been advanced to us to fit ourselves to fill such positions as trainmaster, division and general superintendents. We could not follow a better example than that set by the "Air Brakemen Association," whose aim is to fit its members to fill positions as master mechanic, road foreman of engines, and kindred positions. They meet annually, and at each meeting a committee selects a subject for each member to treat on, to be read at the next annual meeting. The subjects treat on all the ills and cures of the "air brake pump," and air brakes in general. Let us prove not only in theory but in practice, that the railway companies need not go to mechanical and polytechnic schools to get their operative officers for train service, but can find them in the ranks of the Order of Railway Conductors.

In this new year of 1896, let us say we have opened a school of education in railway management. A great many improvements in railway service in the last ten years (and I know the railway officials will bear me out,) have come through trainmen. I could name many that are in practical use to-day.

Come, Brothers, let us set the ball to rolling and hang out our sign and write thereon, "We, the members of the Order of Railway Conductors, are in the market to furnish practical freight and passenger conductors, yardmasters, trainmasters, division and general superintendents." We have a trademark that will carry with it a guarantee, and is emblematic of our organization, O. R. C.

Terre Haute, Ind.

JACK RABBIT.

Editor Railway Conductor:

As I never see anything in THE CONDUCTOR from our Division, perhaps a brief communication about some of the Brothers on the Pennsylvania Railroad may find interested readers.

We only have two men running on our passenger trains who do not belong to our Order. Some of the most active of these members are known from the Atlantic to the Pacific, among them being Col. J. P. Mullan, of the Georgian Regiment, and Brother Chislett.

Brother Nelson and Brother Borland are running the limited, the finest train in the world.

Bros. Cowie, Forbes, McGuigan, Reigh, Butler, Barron, Good, Mowery, Sheeler and Miller have the locals on the west end. Brothers Funk, Watts, Reinhart, Vance, Rambo, Hammons, Linhart, Easton, Gould and Hawki the

through runs. Brothers Hapenney, Miller, France, Dougherty, Halferty, Zeth, Saylor and Barr are holding down the extra list. All are good members of our Order and good boys. We have very near 200 members in our Division, and every meeting day we put one or two through. We have one of the best Secretaries in the world. Brother Vance, I suppose you have all met him. Our Chief Conductor is John Walters. Brother Chislett was elected outside officer, by his own request. I have forgotten one of our brightest members, Capt. S. S. Miller, of the fambus Hungarian special, running from Pittsburg to Fairchance. He is one of the finest boys on the pike.

If any of our Brothers meet Charlie Saylor, who has gone to Colorado for his health, treat him well, as he is one of the best boys in the world and good company.

Pittsburg, Pa.

CHUMPY.

Editor Railway Conductor:

I am glad to say New River Division 140 is about on time, giving "high ball sign" and with lots of work.

Our general grievance committee of the C. & O. system met in Hinton on the 19th for general business. Brother A. M. Baldwin was elected chairman of the general committee. All the Brothers were entertained by Brother F. L. Cox, of New River Division 140. We wish Brother Baldwin much success in his new office.

Brother William Humphries slipped off the step of his caboose on January 3, and was very seriously hurt, his shoulder being knocked out of place, but he is improving slowly.

Brother C. A. Alvis, who runs passenger on the New River district, has been laid up the past two weeks, but is again able to take charge of his run.

Brother A. R. Sweeney has been off on an eastern visit. It was rumored among the boys that he had gone after a better half, but the Captain came back all alone, looking as sour as a pickle. What was the trouble, A. R?

Brother William Surgeon, located at Ronceverte, on the Ronceverte-Alleghany run, gets around very well on his cork leg, always on time, and a great hustler.

Brother C. H. Haynes, located at Covington, Va., has been laying off for the past three weeks. We hope to see him out in charge of his run again soon.

Brother J. A. Wintz is with the G. Y. M. K. & M. R'y, at Charleston, W. Va.

Brother M. T. Roock, is general yardmaster for the C. & O. at Handley, W. Va., with Brother George Brown as his assistant.

Brother John Wills is on the main line of the K. & M. R'y. and Brother Dan Haynes has a passenger on the Huntington division of the C. & O.

Brother J. R. Hardy is on the Greenbrier district.

After a long absence, Brother J. F. Smith is called "papa," if he does stand 6 feet 3, and run 99s all the time.

The following Brothers have the interest of our Division always at heart, and deserve much credit and praise for its success: C. A. Alvis, D. H. Hardy, O. L. Bobbitt, F. L. Cox, J. M. Carter, J. W. Goodwin, Ed. Womack, T. H. Boley, W. L. Hill, D. H. Hartsook, E. R. Early, D. H. Meredith, J. L. Crush, J. H. Melton, Frank Gallagher.

We are well blessed on the C. & O., with comfortable Railroad Y. M. C. A. buildings at Handley, Hinton and Clifton Forge, which are all well patronized by railroad men. By the good working of these associations we have quite a number of members who are christians, and who are living examples of the truth of the gospel, and of the fact that a man can be a christian anywhere. Many of us can remember when a railroad man who was said to be a christian was looked upon with curiosity, but it is not the case now, and I am glad we can have conductors and christians in the same men, and the same men to aid us in our doubts, comfort us in our fears and sorrows and reprove us for our misdeeds. When our feet become weary and our hearts discouraged the way of life is hard, only the sympathetic words and warm hand-clasp will enable us to bear the burden. They make us stronger, give us courage, and hence great good comes from an organization like ours, when we can clasp hands and feel the touch of each other's shoulder as we stand side by side, in the sympathy of common purposes, hopes and aims. Brothers, be true to your Division; give it a hearty and loyal support by word and deed; remember that it belongs to you, you are joint owner, its honor and success are in your keeping, that its growth and purity are affected to the extent of your influence in what you do and say. People who have confidence in you will look upon it according to your reputation. You have promised to advance its interests; then do nothing to injure its reputation, weaken its power for good, or mar its progress in perpetual friendship.

Hinton, W. Va.

W. F. ECHOLS,

Editor Railway Conductor:

As I am led to believe that my former letter met the approval of the majority of our Brothers,

I will come to the front with another attempt to please them. On account of heavy work and little rest my letter may appear like the freight trains on the N. & W.,—"Running behind time." On December 8th, at 2:30 p. m., our Division was called to order with 28 members in attendance. After the regular routine of business, we proceeded to elect new officers for the ensuing 12 months. Brother J. F. Drish was elected Chief Conductor. He is a knight of the rail and needs no recommendation. Brother M. J. Jennell, A. C. C. Though not in train service now, but a true worker for the good of the cause. Brother Tucker, S. C., and Brother Dodson, Junior Conductor, both new men in a new place, but we are confident of their success and ability as officers. Brother Johnson Inside and Brother McLane Outside Sentinel; both are good men, and we are sure no one will enter our Division who is not up to date. Brother H. L. Fulwider was re-elected to the important position of S. & T. His election was unanimous; he is a good man in a good place. There is an old adage, a setting hen never grows fat, that means we must be on the alert. Let us all assist our new officers and see what can be gained before another year rolls around. We now have new material in sight and Brother Cahill has instructions to feed the Goat and get him in trim. Brother W. R. Miller is again on his regular run, but we notice he did not bring the cape to his overcoat with him. What about it, "Will?"

Brother George Dudley had the misfortune to badly burn his hands Christmas day while shooting fire crackers and sky rockets. He has not been able for duty since the accident; we hope to see him back soon.

Brother M. J. Jennell, our Assistant Chief Conductor, left the service of the railroad company some time ago, and is now doing business for the Fidelity and Casualty Insurance Company. Bro. J. is a worthy member of our Division, and if you are in need of insurance you will do well to call on him.

The work on the N. & W. is heavier than I have ever seen it in my five and one-half years on the road. We have 43 crews running between Roanoke and Bluefield, including locals, all making good time.

The Ladies Auxiliary has been organized here for some time, but they appear a little slow in assisting the Editor, as I have not seen anything in THE CONDUCTOR from them. Ladies, let us hear from you.

Brother Sam Deering has been appointed general yard master in the Roanoke yard. Sam is all right, and knows a good thing when he sees it.

Roanoke, Va. Digitized by Google DIXEY.

Editor Railway Conductor:

The general committee of L. & N. railway met in Louisville January 5th, for election of officers. Brother Wm. Nabors, of Montgomery, Ala., was re-elected G. C.; Brother J. W. Throckmorton, of Lexington, Ky., V. G. C.; Brother E. H. Brown, of Bowling Green, S. and T. There was very little business before the committee; some local matters were very satisfactorily adjusted.

Monon Division extends her heartfelt sympathy to Brother Keen, who lost his mother January 21st. She was a noble woman, loved by all who knew her, a true christian of lovely character, a member of the Methodist church from girlhood. She was the mother of seven sons, six of whom are living, and all of them are employed by the L. & N. railroad.

Brother W. H. Dyer, passenger conductor on the C. O. S. W., met with a painful accident a few weeks ago. As he was leaving the depot after arrival in Louisville, he slipped and fell, breaking his right arm at the wrist joint. Brother Dyer was fortunate in having an accident policy with Brother Dodson, which pays him \$25 per week.

Brother George Aikens has been appointed general yardmaster of the "Big Four," after quite a siege of leisure. Success to you, Royal.

We are sorry to hear that Brother Tom Hanlon has left the service of the So. railroad, and hope he will be able to prove the charges against him false. Brother Hanlon is one of our old time passenger conductors.

Brother John Bird has again gone to work, after a sixty days' suspension. Brother Bird has been very unfortunate during the past year, losing his wife, baby and father. In his case it may be truly said, "trouble never comes singly." May fortune smile on him more kindly.

What a change on the C. O. & S. W. railroad in the past few months. There seems to be more brotherly love displayed, and more harmony among the boys, than on any of our roads, each Brother trying to surpass the other in doing and saying good of another. The O. R. C. is solid from Superintendent Morgan down. Trainmaster H. J. Schening, Roadmaster John Scott, Yardmasters Dan Cain and John O'Brien, are all O. R. C. men, members of 89. Their business is good, employing the following conductors: Passenger conductors—Brothers John Wheedon, John Dugan, W. H. Dyer, Jas. Connors, Chas. Campbell, H. C. McKinney and Bud O'Brien. Brother Bruce Ludwick on the Hodgenville branch; Brothers Al Crockett and Big Dick La

Rue as extras. Local crews—Brothers Lou Barnell, Hugh La Rue and Ed Gare. Chain gang crews—Brothers E. E. Miller, John Seaman, Geo. Mullinix, John Herrig, Al Crockett and Doc Tierney; with Brothers T. A. Myers, Pat Shea, Ed Spears, E. Eckels and G. Hilger extras. Two preferred runs, Louisville to Paducah, with Wm. Hansborough, Pat Murphy, John Dovey and Bob Wheeler. Two coal runs, with Pat Powers and Bob Ward carrying the bills. A fine lot of men, and only three are outside of the Order of Railway Conductors, and they will ride the goat within thirty days.

Brothers Chas. Campbell and James Connors, C. O. & S. W. passenger men, are on the sick list.

Brother Wm. Q. Fullerton is home from Hot Springs, Ark., where he went on account of his health. He is much improved. We regret to hear of Brother Fullerton's place as agent and yardmaster at Corbin, Ky., being filled during his absence, but glad to know the position was secured by W. Cooper, of Division 89.

Louisville, Ky.

OUT O. SIGHT

Editor Railway Conductor:

We elected a correspondent for THE CONDUCTOR, but Brother Mack does not want the position, so your humble servant will try to let your readers know that Division 172, O. R. C., is still living, and trying to swell the ranks of the grand O. R. C. by gaining a few members.

On January 24th, Brother Humphreys, while taking out cars at Cresson, was struck by a freight train, running at a high rate of speed, and was seriously injured. I am glad to be able to report that he is in a fair way to recover. We miss him on our meeting day, as he is one of our most active members.

Brother A. G. C. C. Wilkins was with us, and gave us some excellent advice, but I had to leave, as I was called, and missed the greater part of his address. Come again, Brother Wilkins.

The ladies of Lake Mont Division, No. 88, are alive to their work. They mean business, and if Division 172 does not take care they will be ahead of us in membership, and also financially. On the 12th they are going to have a Sauer Kraut Lunch, and other good things, which the ladies only know how to get up, and a cordial welcome awaits all who attend.

Altoona, Pa.

S.

Editor Railway Conductor:

The annual ball of St. Louis Division No. 3 was held in the Union Club rooms January 17th, and we were more than pleased with the attendance and satisfied with the proceeds. We had one of the finest crowds that ever came together on a ball room floor, so why wouldn't we be happy. The committee of arrangements feel very thankful to the reception and floor committees for the very able manner in which they performed their duties. There were about 200 couple in attendance, and as they kept the musicians busy until 3 a. m., they had all the dancing they wanted.

Among the committees was the ladies' reception committee, representing Div. No. 11, L. A. to O. R. C., consisting of Mrs. Sam Ryan, Mrs. J. B. French, Mrs. J. D. Hartier and Mrs. C. W. Howard. To them we extend our thanks and also our promise of return favors at any time they see fit to call on us. To the Brothers and their fair wives who were present, we extend our thanks. To the Brothers who were present and had no wives, we extend the thanks of the young ladies present, and will remind them, the young ladies, of the fact that while Division No. 3 is no matrimonial bureau, we gave them a chance to catch on, for there were just lots of smiling young Brothers present. It would require too much space to tell the names of those present, but we cannot help saying that we did miss the smiling faces of our old Past Chief Conductor, Brother Del! Robinson, Past Assistant Chief, J. J. Murphy, and of Brother Miller. We suppose they all had good excuses for non-attendance, at least we hope so. The Brother and his better half who were coming in at the eleventh hour could not help but be sorry they were so late. We were glad to notice the presence of J. Leathers, W. Gallaher and W. Ewen, of the Engineers. We acknowledge the courtesy of attendance on the part of the B. L. F. and B. R. T. We are sorry our date clashed with that of the O. R. T., as we would have been pleased to see them at our ball and equally pleased to return the compliment. As it is, however, we can only hope they were as successful as we were. Last of all, we say to the Brothers of No. 3 not in attendance, you are like the man who was not there and did not have a good time.

Brother Fred Young declined the office of Assistant Chief and Brother George Newland was elected and installed.

How the last two candidates rode the mule, we can't say, for we were not in town to see. Sorry business kept us away. We are not like one or

two Brothers we know of who were in town and did not go. You will be sorry some time.

St. Louis, Mo. CORRESPONDENT DIV. 3.

Editor Railway Conductor:

As the good Brothers of Division No. 137 have seen fit to honor me with the office of Correspondent, I suppose they will expect to hear from me once in a while through the columns of our old friend, THE CONDUCTOR.

This Division has been nearly dormant for the last year or two, but I am glad to say that the prospects now are very promising for the present year. On our first meeting day in December we had the pleasure of a short visit from our Grand Senior Conductor, Brother Garretson, who gave us valuable instructions in the new work. His visit, although short, was very much appreciated by the Brothers who were fortunate enough to be in town that day. On the same evening of the day on which Brother Garretson was here we had our annual election of officers, with the following results:

E. A. Smith, C. C.; J. L. Holloway, A. C. C.; Geo. L. Hay, S. & T.; Geo. W. Johnson, S. C.; C. K. Winans, J. C.; J. D. Barnard, I. S., and J. B. Maney, O. S.

A. J. Scow, S. E. Ridlon and J. L. Holloway, Division Committee.

S. E. Ridlon, Harry Coyne and Geo. L. Hay, Grievance Committee.

We all feel confident that these officers will do all in their power to make this a prosperous year for Division 137. Since their election we have initiated four new members, have the applications of several more in the hands of committees, and our Chief Conductor says he is not going to take a rest until all the available timber in this neighborhood is used up.

Now, Brothers, show your officers by your attendance, that you appreciate their efforts, and do not advance the old chestnut, that you "forgot it was meeting day." Some of you seem to think that when you pay your dues your obligations to the Order cease, and that the Division can get along all right without you. That is all a mistaken idea, Brothers. Your presence is needed at the meetings, even if you can't get up and make a speech.

To members of the Order wandering down through this "neck o' the woods," I will say that the latch string of Division 137 hangs on the outside, and if you are carrying the proper signals you will always be admitted and made welcome.

Osawatomie, Kan.

A. J. Scow.



THE UNION MEETING AT PRINCETON.

The union meeting held at Princeton, Ind., on January 21, last, under the auspices of the local members of the B. L. E., B. L. F., B. R. T. and O. R. C., proved to be one of the largest gatherings ever held in that portion of the state, and all who were so fortunate as to be present came away convinced that it was one of the most profitable as well. A secret meeting of the various organizations represented was held during the afternoon, where such matters as pertained to their membership exclusively were discussed and decided. General interest, however, centered about the mass convention announced at the opera house that evening, and the large number of representative citizens of all classes who helped to crowd that spacious audience room gave evidence that the interest was by no means confined to railroad men. Additional evidence of the high regard in which railroad workers are held by the citizens of that enterprising place was given by the cordial greeting bestowed upon each of the speakers in turn, and by the ready recognition given every point made regarding the rights of labor or the good accomplished by the respective organizations. Master of Transportation, J. W. Norman, member of Atlanta Division, No. 180, O. R. C., presided, and the graceful manner in which he performed his duties added not a little to the general success of the program. In calling the gathering to order he said, in substance:

There is possibly some explanation due as to the object of this meeting. Myself and many others have been asked, "What is it for? What is the object of this assembly of the Grand Officers of the railroad organizations so generally regarded with suspicion, and suggesting conferences, interviews and discussions behind closed doors, and other things; but not so in this case. Their coming is purely a mission of peace. Though the Sultan of Turkey sits quietly in his castle and allows the Armenians to be butchered, while the civilized world dons its fighting clothes and talks war; though Germany's war lord is making faces at his grandmother about affairs in Africa; though Uncle Sam has told the British lion to take his paws off of Venezuela, or he would wrap the protecting folds of "Old Glory" around the little defenceless republic, all of which indicates war, in this part of the country, at least, the Angel of Peace hovers over our railroads and employes, and they are quietly resting under the shadow of his hand.

It is simply a time for renewing every pledge of loyalty to each other, and to the duties and requirements of life; it is an occasion for forming new friendships and cement-

ing the old; a time when we can forget the trials, hardships and dangers of our calling; a time when we may forget Edwardsville hill and the long dark hole which adorns its crest, known to us as Tunnel No. 1; a time when we may forget the mixed condition of the "Y" at Browns and Mt. Carmel, and find in our hearts charity and brotherly love enough to forgive the P. D. & E., and Big Four boys for robbing us of links and pins. In fact, it is a time that we Methodists would call a railroad "love feast."

Mayor J. B. Gamble was at his best in welcoming the visitors to his city and assuring them that they would be honored guests so long as it might please them to remain. The Engineers were represented by Third Grand Engineer Delos Everet, Grand Chief Arthur being unable to be present, who gave a most interesting talk on the benefits of the organization of which he is one of the official heads. He was followed by Grand Master F. P. Sargent, of the Firemen, who spoke with all his usual eloquence and force. Grand Chief E. E. Clark made mention of some matters of the first importance to the labor world in general. Second Vice Grand Master T. R. Dodge ably represented the B. R. T., holding the interested attention of his audience to the last word. General Superintendent J. R. Sample, of the Air Line, then read the following thoughtful paper on the relations existing between the management and the employes on his road:

Mr. Chairman, Ladies and Gentlemen:—Looking over this audience to-night and seeing so many familiar faces of employes of the Air Line railway and their friends present, it is certainly considered by me a pleasure as well as an honor, to read this communication upon the relations that exist between the management of the Air Line railway and its employes.

When I look into the happy countenances of the members of the different Orders that are here to-night, it is hardly necessary for me to say to your general officers and the citizens of Princeton at large, that our relations are of a very pleasant nature, our interests are one, and the good loyal work of our employes can be equaled by few and surpassed by no set of railway men in this vicinity.

This, as you are aware, is a broad assertion, but I stand before you to-night in a position to sustain my remarks, and again say, as I have so frequently stated to our General Manager and other railway officials, I would not exchange the Air Line employes as a whole, for employes of any connecting line in the country.

This is claiming a great deal, but I desire to say to you, Mr. Chairman, the General Officers, and to this audience, that our employes have, as a rule, been faithful, diligent, careful, sober, hard working men, who always appear to have the interests of the company at heart, and have so endeared themselves to us that I stand among them to-night, saying to you that we are one family, and all have interests at heart other than the noon hour, quitting time and the pay car.

Drinking intoxicants and railroading do not mix successfully, and for the safety of fellow employees, not considering property damaged or injury to our patrons, I have endeavored to impress upon our employees the important feature of sobriety in their work of life. I am happy to say to all present here to-night, that for sober employees the Air Line cannot be equaled.

The treatment accorded the men in a measure, determines the ability of an officer in exercising authority over them. As a rule, fair treatment will always be met with faithful service on a well regulated railway.

The time was, and not so very many years ago, that the reputations of railway men were not considered above that of the ordinary bully. The Y. M. C. A., and other movements, which are being so widely established, are doing more for the uplifting of the railway men's social position than anything yet done for them.

To-day they command respect and form the very best citizens in the communities in which they live.

You that are familiar with Princeton, will, I am confident, join me in saying to our visitors from a distance, a visit to the South Side of Princeton and look into the happy faces of wives, mothers and children that you will find located in the neat and cheerful homes in that section of this city will convince you our employees are saving their money, paying for their homes and providing for the future of those dependent upon them, in a way that is an example I only wish railroad employees the world over would follow.

Absolute justice is essential to good discipline, and I wish to say here to-night, that I would not desire higher tribute paid to my official fairness than to hear a typical train or yard man, in criticising my work remark, "The old man always gave the boys a chance to get in to clear" and I wish to assure every Air Line employee present to-night, and those whose duties prevent them from being here, that my motto and aim has ever been in dealing out justice and keeping up the discipline of our road, to so handle my work that one and all would feel that no confidence was ever misplaced and no promise left unfulfilled.

We all know that old adage, which says, "Eternal vigilance is the price of safety," and in this nineteenth century, it is certainly a duty of every employee to keep this adage fresh in their memory, for you well know the lack of eternal vigilance in your work means loss of life, damage to property and lack of confidence in the public to patronize a railway that has a reckless management and employees that do not do their work in a safe and trustworthy manner.

You will perceive, Mr. Chairman, my remarks are, to a great extent, directed to our employees, and when I say to these general officers present, that I have not had a grievance committee in my office for the past twelve months, I am confident they will know this means from the General Manager down to the water boy on the section, we are one great big harmonious family, working for the interests of the Air Line railway and its employees.

I have probably detained you longer than I should have done, and if you will pardon the digression, I desire to say to our visitors, and the citizens of Princeton, with an army of Air Line employees, we could place that emblem of glory, the flag of our country, at the front, and I will guarantee you we would and could establish the Monroe doctrine and determine the boundary line of Venezuela to the satisfaction of this free born America, make things very lively and interesting for any and all who disputed our rights.

In conclusion, I will only say, let us stand by each other in all of our work, each and every one do his whole duty, and I am confident the new year we have just entered into will be a prosperous one to the Air Line Company, its management and employees.

It had also been announced that the convention would be favored by an address from Hon. M. W. Fields, and general regret was felt that sickness made it impossible for him to be present. This feeling was mitigated somewhat, however, when the chairman read the following characteristic letter from him:

Mr. Chairman and Gentlemen:—This is the first time in my life I was ever billed for a "special run" and had to "lay off." But the truth is, I took the "Grippe," Saturday, and was ordered into the shops and cannot get out. I had to make a number of preliminary surveys before I could locate my route. I got so disheartened that I was tempted to ditch the whole subject and send in my resignation. Finally, I got my line located and started out a train of thought that ran smoothly enough for a

few sentences, when I balked. By the way, did you ever have your engine lie down with you on a dead level? That's my experience exactly. I can make a good mile now and then, but I'm not reliable for a special run. I'm about as apt to be in the shops as on the road. The truth is, I don't think Nature ever turned out a more shakeldy, rickety, run down scrap pile of an engine than the physical apparatus with which I am required to make my run through time to the great Central Terminal where we all go into the roundhouse of the grave. I had hoped by the copious use of your sympathy and indulgence, to make a sort of a "double-header" and pull through. But the doctor says no. I regret exceedingly that I cannot be with you. I thought until 6 o'clock I should be able to come, but I cannot. I feel both gratified and honored by the invitation to speak to you. Please accept my sincere thanks for the honor, and allow me to express my hearty wish for the prosperity and happiness of the Brotherhoods.

The program was interspersed with musical selections and recitations by some of the best local talent, all of whom were applauded to the echo. The speakers were also most generously treated in the way of applause, showing that the hearts of the audience were with them, and that the seed they were sowing had not fallen on barren soil. On the whole, it was a successful meeting, and cannot but result in good to all organized labor in that portion of the country. Much credit is due the gentlemen who had it in charge, and the citizens of Princeton as well, for the zeal with which they pressed forward the work producing such excellent results.

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Those who were present at the last Grand Division will remember that the intention of Brother W. E. Willett, of Division 302, to bring suit against the Jacksonville, St. Augustine & Indian River Railway Company, for blacklisting him, was brought to the attention of the Grand Division by the delegate from 302. Brother Willett was employed as freight conductor by this railroad until March, 1895. Desiring to improve his condition, he made application to the South Florida Railroad for a position, and later received word that he could have a position with the latter road if he could report immediately. He asked to be relieved, but the officers in charge were indisposed to relieve him, from the fact that he was away from the home station, and on the ground that they had no one to take his place. It was claimed, however, that on that same date they dead-headed two conductors, either one of whom could have relieved Brother Willett. He expressed his determination to leave by boat for his new position that night, and in accordance with orders received by telegraph, turned over his outfit to the agent at Fort Pierce and went immediately to Sanford, where he was sent out on the road by the South Florida, to learn the road. On the following day he was called in and told that he could not be employed on account of objections from his former employer. At the trial a witness named Pickenbrach, was presented by the com-

pany, and the examination developed the fact that he was a "spotter." As such he had ridden with Brother Willett and had endeavored to entrap him and insisted that he had succeeded. Brother Willett denied this. After much effort, the following letter was secured and its production virtually decided the case.

ST. AUGUSTINE, FLA., March 4, 1895.
"Mr. B. R. Swoope, Superintendent South Florida road, Sanford, Fla.:

"Dear Sir—One of our conductors, Mr. W. E. Willett, left us very unceremoniously last night, and I understand he is to obtain employment on your road. I wish to caution you in regard to this man. We have several claims against him on account of freight being broken into and stolen from cars while on his train. He also, contrary to our rules, carried passengers on freight trains and collected fare from them, which he appropriated.

"This is merely a matter of information to you.

Yours truly,

R. T. GOFF,
"Superintendent."

After its production, Superintendent Goff, its author, testified that he did not write the letter "as superintendent of the road," but as "a private individual." The letter being on an official letter head and signed by Mr. Goff as superintendent, shows for itself. The case was submitted to the jury and a verdict was returned in favor of Brother Willett in the sum of \$1,750 damages. Attorneys for the defense gave notice of motion to set aside verdict; also, for a new trial. The decision of the court on these matters is as yet unknown to us. This seems to be a very clearly established case of genuine blacklist, and it is to be regretted that the verdict was not much larger, and that the individual, who as superintendent, is responsible for the same, could not be made to personally pay the same. Brother Willett is to be congratulated on his vindication and success.

The following is from the Augusta, Ga., *Chronicle* relative to the efforts lately made to secure an increase in pay on the Georgia railroad:

The chiefs having received Mr. Scott's reply, submitted it to the men, not in meeting, but individually. Each man was furnished with a statement, he was given a blank and an envelope; he wrote his answer on this, sealed it and left it with the chiefs. It was a plain, businesslike, unimpassioned vote, and the men agreed to let the matter drop.

The leaders depart to-day, being called in different directions by their various duties.

They leave Augusta with the fullest confidence of all with whom they have come in contact. They have conducted the affairs of the order in a dignified, courteous way that has won for them the respect of the railway officials and the public at large. They leave with the best of good will existing between the railroad and its employees. They are conservative and safe leaders. Men in their position have a wonderful influence over a large and highly respectable class of the body politic. The railroad employees are men who command respect, and whose good will is most valuable. Their course in the present trouble will more than ever commend them to the public, and it is a matter of congratulation that they have chosen so wisely their leaders, and put at the head of their affairs men who are so eminently qualified to promote the best interests of the federation.

The men made a very earnest fight for their cause, and they did it in a manner that has won them many friends and admirers.

They will be found at their posts as heretofore, working for the best interests of the Old F "A, and true to

the trust on the faithful performance of which so much rests.

The *Utah Labor World* reproduces the following letter of recommendation, of which the author should feel truly proud:

THE K. C. ELEVATED RAILWAY CO., }
GENERAL MANAGER'S OFFICE, }
R. J. MCCARTY, Gen. Mgr. }

To Whom It May Concern:

This is to certify that W. S. Shaylor has been a conductor on this line from Nov. 22, 1894, to Nov. 30, 1895, upon which latter date he was discharged by the general office on account of suspected co-operation in the formation of a union of trainmen. He has been under my charge since June 12, 1895, and I have always found him gentlemanly, honest and attentive, and have always considered him a good conductor.

[Signed]

W. C. BARNHART,
Superintendent.

Kansas City, Kan., Dec 5, 1895.

"Always found him gentlemanly, honest and attentive;" three virtues which should be encouraged and rewarded; three characteristics not always found in employees, but this custodian of the interests of the owners of the property dismisses him on suspicion, and suspicion of what? Of having exercised his right to become an active member of an organization which could incorporate under the United States laws

Presumably this superintendent best served the interests of his employers by dismissing this faithful and competent employee, for the purpose of preventing the suspected organization of the employees, even though his place may have been filled by an incompetent and a dishonest man.

* If the interests and rights of the people are of any importance in our government of the people, for the people and by the people, such acts as the above should be impossible at the hands of an officer of a company or corporation holding a franchise from the people, and performing a public or semi public function for the people, and for which the people pay.

Brother C. M. Hatfield, of Division 372, gives the following personal explanation in a letter of recent date, which will be found of interest by his friends in all parts of the country: "I see that Kansas City, Denison, Parsons and Sedalia papers of December 15, 16 and 17, publish an account of my death, which is said to have occurred in the wreck of a runaway train down Raton Mountain. I am pleased to be able to state that the Santa Fe had no runaway train nor wreck on Raton mountain while I was in that country, hence the report is necessarily erroneous, and, I have no doubt, was maliciously made. However, I am still on deck, holding a good position with the Santa Fe company, and from my personal appearance, my friends are confident that I am good for fifty years more of railroad life."

The Secretary of Elmira Division, No. 9, would like the address of Brother C. H. Slocum, a member of the Division. When last heard from Brother Slocum was in Nogales, Arizona.

Brother G. F. Clough, of Division 115, has gone into the bicycle business, at Oakland, California.

The Preferred Masonic Mutual Accident Association, whose advertisement is found in our pages, desires to secure the services of a few bright, energetic railroad men, who are Master Masons in good standing, to serve as agents. Anyone desiring to inquire into this matter can secure full information by addressing the secretary of the Association.

Division 237 advises that C. J. Hale, suspended from the Order December 31, 1894, now employed as brakeman on the Boston & Maine Railroad, is posing as a member in good standing of 237.

Brother J. A. Hollister, Secretary of Division 127, has accepted a position as manager of the Danville Auction and Commission Company, at Danville, Ill. Brother Hollister has many friends in the Order, all of whom will wish for him every success in the new venture.

Should this meet the notice of Brother Walter E. Marshall, or anyone knowing his present address, he will receive some important information regarding his insurance, by at once corresponding with Brother W. A. Fox, Secretary of Division 107.

The members of Division 107 will give their first annual ball on the evening of February 21, and a cordial invitation is extended all the Brothers to attend. Any who feel generously inclined can send on fifty cents for a ticket, and thus win the gratitude of the Division.

Among the handsomest of the calendars for '96 is that sent out by the Union Casualty and Surety Company, of St. Louis, Mo. It is a seven color lithograph, of beautiful design and artistic finish, and an ornament to any office or home.

The correspondent of Defender Division, No. 312 wishes to advise visiting Brothers that his Division meets in Masonic Temple on the second Monday and fourth Sunday at 1:30 p. m., Union Hill, N.

J., and not Weehawken. The postoffice is called Weehawken, as there is no Union Hill office. All trolley lines from Jersey City, Hoboken and Weehawken pass the Temple. It is his hope that this will put the visiting Brothers on the right track in the future.

We have received a letter from Mrs. J. B. Rogers, of Peoria, Ill., in which she expresses most heartfelt gratitude to the members of Division 79 of the Order for their kind and considerate assistance rendered to her during the sickness of, and in connection with the burial of her husband; also thanks for handsome floral tribute. She prays for blessings on the Order, which is always ready to assist in time of trouble.

The Railway News Reporter is arranging for an issue to cover the especial advantages of Utah, and it will appear in the near future. It will treat exhaustively of the resources of the new state, and will be printed in Utah to make it a state edition in every feature. The fact that that graceful writer on railroad topics, Ray Raymond, has been secured as associate editor, is sufficient warrant for the literary character of the enterprise.

S. V. Montrose, Secretary of Division 283, wishes to learn the present address of Brother D. O. Tripp, and anyone giving the desired information will confer a favor on both gentlemen.

Denver Division, No. 23, is prepared to furnish the official pin of the L. A., in solid gold only, with the bar No. 9, and without the bar No. 7. For further particulars, address Mrs. W. H. Hinckley, 754 Highlands Ave., Denver, or Mrs. E. C. Gilmore, 827 Thirty-first Street, Denver, Colo.

If "Kicker," of Division 50, or any others who have sent communications to THE CONDUCTOR which did not give the name of the writer, feel disappointed at not seeing them in our columns, please remember that we do not and will not publish anonymous letters. Give us your name each time. We will not publish it if you do not want us to.

We wish to acknowledge the receipt of invitations to attend the fourth annual ball given by St. Louis Division, No. 3, on the evening of January 27th, last; the first annual ball of Spokane Division No. 285, given on the evening of the 13th inst.; the ball to be given by Division 330, on the evening of the 18th inst., and the

second annual ball of Sugar City Division, No. 363, to be given on the same date. All these gentlemen have well established reputations as entertainers, and nothing could give us more pleasure than to partake of their hospitalities. Official duties make this impossible, however, so they will have to accept the will for the deed.

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Owing to an unusual press of correspondence we have been obliged to hold over a few letters until the March issue.

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A press dispatch from Albany, N. Y., of Jan. 3, says: "The National Railway Protective League was incorporated today to promote the interests of the employes of railways and other carrier, telegraph and transportation companies in the United States, Dominion of Canada and Mexico; to provide surgeons to aid injured members; to prevent the commission of crime among the members and to defend them in all criminal prosecutions arising in the discharge of their duties, and to provide for wives and children of members in case of criminal prosecution. The principal office of the company is in New York City, and the directors are Robert L. Smith, of Brooklyn; Charles E. Weisz, of Middletown, and Grant B. Taylor, of Newburgh."

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Mrs. Addie S. Burbank, of Marion, Iowa, writes a letter expressing thanks for the promptness with which the insurance upon Brother Burbank was paid by the Mutual Benefit Department, as well as the kind manner in which assistance was rendered by Brothers of 268, during her hour of trouble. We often receive similar letters, and we are always glad to know that such services are appreciated. We do not publish these letters because they would eventually occupy much space, and because it is well known that the members of our Order are not to be outdone by any in the matter of rendering assistance in time of affliction, and it is also well known that we pay all just insurance claims without delay.

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I confess to an innate love of war; that martial matters fascinate me; that I favor a spirited foreign policy, and am jealous in defence of the majesty and honor of the nation. It is no timidity that prompts these reminiscences and reflections. Yet I believe that, in this age of

the world, and with our experience, we should remember what war really is, and how unexpectedly it often comes. The cloud rises and passes. People say "the war scare" is over. Yet they continue to talk war recklessly at intervals. Months go by, and perhaps years. Then suddenly the cloud covers the heavens, and the tempest bursts. Every intemperate word, every rash and unnecessary defiance has gone to swell and surcharge the cloud. It is the people, after all, who make war, in every country—or make it possible. And they make it not so much by a declaration of congress or the king as by their careless or unmeasured utterances in times of peace. War is sometimes inevitable, but every citizen has a responsibility, not simply individual, but national, to avoid bringing it on by fiery speech when the issue of force may honorably be prevented by manly self-restraint.—*George Parsons Lathrop in North American Review for February.*

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The legislation for the state of Delmar will be modeled with a view to insuring the following results:

First. To keep every citizen employed for at least six hours each day—this provision being intended to embrace all classes.

Second. To do away with useless employments: that is, those which do not add to the real wealth of the state.

Third. To remove temptation to the acquisition of unnecessary riches. This involves the prevention of unusual opportunities for control of exchanges, of transportation, of sources of mineral supply, and other ways in which undue, unfair, extraordinary or excessive profits may be grasped. Having prevented these, it follows that the principal sources whence spring the corruption of legislation would be done away with, it no longer being to the interest of any man to control votes or create a false public sentiment.—*A Brief History of an Ideal Republic in the February Cosmopolitan.*

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The Express Gazette starts the new year with eight added pages and a novel but highly appropriate cover. These changes make a decided improvement in this already interesting journal, and the gentlemen who have it in charge are to be congratulated thereon.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 306; Issued Feb. 1, 1896; Time for payment expires March 31, 1896.

Assessment No. 306 is for death of L. T. Haven, Jan. 9, 1896, and all members whose certificates are dated earlier than Jan. 9, 1896, are liable for same.

BENEFITS PAID FROM DEC. 21 TO JAN. 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T.
953	M. G. Thayer	Accident	50	2440	B	Death	\$2,000
954	F. H. Gates	Loss of right arm	301	1701	B	Dis.	2,000
955	J. E. McGoffin	Tuberculosis	303	3188	C	Death	3,000
956	J. J. Vanderbeck	Drowned	174	1576	B	Death	2,000
957	W. M. Jordon	Accident	35	2526	B	Death	2,000
958	J. T. Hunt	Accident	319	1018	A	Death	1,000
959	J. M. Robb	Accident	372	923	B	Death	2,000
960	J. R. Lewis	Consumption	123	4319	A	Death	1,000
961	E. A. Richardson	Pneumonia	8	3656	C	Death	3,000
962	W. S. Lipsett	Heart disease	299	135	A	Death	1,000
963	Edwin Dolan	Loss of left leg	227	4330	C	Dis.	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,350; Series B, 3,043; Series C, 4,613; Series D, 388; Series E, 71. Amount of assessment No. 306, \$27,182; total number of members, 13,582.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Dec. 31, 1895.....	\$2,179,755 40
Received on Expense Assessments to Dec. 31, 1895.....	50,728 30
Received on Applications, etc., to Dec. 31, 1895.....	32,540 38
	\$2,263,024 08
Total amount of benefits paid to Dec. 31, 1895.....	\$2,157,867 00
Expenses paid and assessments returned to Dec. 31, 1895.....	74,902 05
Insurance cash on hand Dec. 31, 1895.....	30,255 03
	\$2,263,024 08

EXPENSES PAID DURING DECEMBER.

Disability assessments, \$8.00; Fees returned, \$16.00; Incidental expense, \$18.30; Stationery and Printing, \$43.95; Postage, \$270.50; Legal, \$80.00; Mail list, \$1.00; Ex. Ins. Com., \$22.55; Salary, \$349.19; Total, \$809.49.

The above amounts were paid out during the month, but items often cover supplies and work for more than one month

Received on Assessment No. 302 to Jan. 20,	\$26,010 50
Received on Assessment No. 303 to Jan. 20,	15,231 00
Received on Assessment No. 304 to Jan. 20,	15,028 50
Received on Assessment No. 305 to Jan. 20,	2,993 70

M. CLANCY, Secretary.



Reidy.

It was with deep sorrow that the members of Division 14 received the news of the death of Brother Morris Reidy, which occurred at Cleveland, Ohio, Sunday, December 15, 1895. It is no more than just to the memory of this departed Brother to say that his life was an exemplary one. A true and loving husband, a friend in all the term may imply, ever ready to perceive a virtue and to overlook a fault, faithful and sincere, devoted and generous, his life became a practical exposition of the tenets of the Order he loved so well. Suitable resolutions were subsequently adopted by his Division expressing the sorrow of the members at the loss of so valued a Brother, and conveying to the disconsolate family their keenest sympathy.

Durbin.

Brothers William J., Henry F., and Warren W. Durbin, of Division 46, were recently called upon to meet one of the greatest afflictions that can come into the life of man, in the death of their loving and beloved mother, Mrs. John Durbin. The members of their Division sympathized with these Brothers in their deep bereavement and, at the regular meeting held on the 19th ult., resolutions were adopted expressive of that sympathy. All the Order will join in these expressions of sympathy and in the hope that consolation may be given them by Him whose mission it is to heal the sorrows of the world.

Grom.

The beloved wife of Brother J. A. Grom, of Division 252, died at her parents' home in Cheyenne, Wyo., on the 30th day of last December. Deceased was not only beloved by her home circle, but was endeared to all who shared her acquaintance. The sympathy of the entire Order will be extended to Brother Grom in his hour of sorrow.

Brown.

At a recent meeting of Concord Division, No. 335, resolutions were adopted extending to Brother F. O. Brown and family the condolences of the members in the death of their only child.

Burbank.

Brother T. A. Burbank, of Division 268, was called to his final reward on the 7th of January last. He had been ill for some time and

was under the care of the surgeons at a Chicago hospital when death came. Brother Burbank was held in the highest regard and his death brought the most profound sorrow wherever he was known. At a subsequent meeting of his Division resolutions were adopted conveying to the sorely afflicted wife and child the heartfelt sympathy of the members.

Drum.

At the regular meeting of Division 153, held January 19, last, the members formally extended to Brother Jacob Drum and family their sympathy in the sad death of his wife.

Lipsett.

The members of Division 299 feel that in the death of Brother W. S. Lipsett they have lost one of their dearest friends and a true Brother. A charter member of their Division, a faithful worker and a zealous and efficient officer, his going leaves a vacancy they will be long in filling. Great as is their loss, they realize that it falls with far greater severity upon the family and more immediate relatives, and to them they extend a sympathy tempered by their own sense of personal bereavement.

Rich.

Mrs. Mary E., wife of Brother A. J. Rich, died at the family home in Meadville, Pa., on the 12th of last September. In this, the greatest loss that can come into the life of any man, Brother Rich will have the sympathy of all the Order.

Webb.

Brother C. E. Webb, of Division 8, has been called upon to mourn the loss of his beloved wife, who departed this earth on January 19, last. Deceased was a loving and devoted wife and the many womanly traits of her character had won for her the esteem of a wide circle of friends, to all of whom her death brought a personal sorrow. The beautiful floral tributes paid her memory testified stronger than any mere words the high regard in which she was held.

Reed.

The home of Brother J. S. Reed, of DeSoto Division, No. 241, has been desolated by the death, on January 16, of an infant son, Willis B., aged 1 year and 6 months. The bereaved parents have the sympathy of all the members of the Division.

OBITUARY.

Clancy.

At a regular meeting held December 15, last, by Aztec Division, No. 85, resolutions were adopted expressing the deepest sympathy with Mrs. Martin Clancy, wife of the late Martin Clancy, who was shot and killed by a tramp at McClellan Siding, Arizona, December 8, 1895, while endeavoring to put the tramp off his train. Brother Clancy was a member of Division No. 85, until the time of his death, and was respected by all who knew him. All must mourn his untimely death and mingle their sorrow with that of the wife and little ones left behind.

Willey.

The ranks of Golden Rod Division of the Auxiliary, have been broken by the death of Sister A. E. Willey, one of the most active and best beloved of its members. A letter of condolence written by the officers of the Division to the mother of deceased, contained the following touching tribute to her memory: "Sister A. E. Willey being possessed of all the beautiful qualities characteristic of a noble woman, has become so dear to us by the ties of love that time strengthened, words are but feeble outward expressions of our inward grief, caused by the removal of a link in the chain that so firmly bound us together. Yet, while so deeply affected with grief, we should be consoled with the blessed assurance that beyond the sunset's radiant glow, the missing link will be replaced to remain forever. * * The high esteem in which she was held by her numerous friends, was manifested by the many beautiful floral designs with which her grave was strewn, and by the large number of friends who gathered to pay the last sad tribute of respect. Beautiful in life, ever ready to convey sunshine into the hearts of those who needed its refreshing beams, she was also beautiful in death." Brother Willey wishes to convey to the Brothers of Division 180, and the Sisters of 43, his undying gratitude for their unceasing attentions and ready sympathy throughout his time of trial.

Reardon.

Dennis Reardon, father of Brother T. P. Reardon, of Division 305, died at Moscow, Idaho, on January 2nd, last, and was buried from the Catholic church in that place on the following Friday. Brother Reardon will have the sympathy of the entire Order in his great loss.

Ostrom.

A great sorrow has come into the life of Brother E. M. Ostrom, in the death of his in-

fant son, a bright intelligent baby, possessing a most happy disposition. His being the only son made the blow so much more severe to the parents. Division 312, of which Brother Ostrom is a member, adopted resolutions expressing their personal sorrow and sympathy with those upon whom the burden of grief rests most heavily.

Keen.

Mrs. Ruth A. Keen, mother of Brother Jeff Keen, of Division 89, died at Middletown, Ky., January 21st, 1896, in the 59th year of her age. Mrs. Keen was sick but a short time, and the sudden taking away of such a christian mother was a great shock to the community, to say nothing of the grief it caused her family. She was left a widow some ten or twelve years ago with six boys ranging in age from boyhood to young manhood, depending upon her, and how faithfully she has performed that task is told in the lives of those six sons, all of whom hold positions of trust in their community. Suitable resolutions were adopted by Division 89 at the meeting held on the 26th ult.

Thompson.

On Friday, January 17th, Toronto Division No. 17 was called upon to perform the most solemn duty that has fallen to its lot since the Division was organized, the burying of Brother T. A. Thompson, who died very suddenly at his late residence, 66 Harvard Avenue early Wednesday morning.

Brother Thompson was a charter member of the Division, and had passed through the different chairs, all of which were filled in his well known ability. As a member of the Order, he was one who always took a deep interest in everything pertaining to the success and welfare of his Brothers. He had been in train service twenty-one years, starting on the old Toronto, Grey & Bruce, and remained with that company until it was absorbed by the Canadian Pacific railway, leaving three or four years ago to accept a position in the commercial world.

He was a good Brother, a kind husband and a staunch friend. The funeral ceremonies were conducted by the Division, and some forty-three members turned out in full regalia to pay their last respects to their departed Brother.

A beautiful pillow from Division 17, a large wreath from Division 345, a handsome anchor from the Ladies' Auxiliary, and a wreath from Occident Lodge, A. F. & A. M., with flowers from other sympathizing friends, gave testimony to the universal sorrow his death caused.

List of Divisions by States and Provinces.

No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.	No.	LOCATION.
	Alabama.		Florida.		Kansas.		Missouri.		N. Carolina.		Tennessee.
394	Avondale	196	Jacksonville	368	Argentine	194	Brickfield	318	Asheville	250	Bristol
186	Birmingham	277	Sanford	245	Arkansas City	238	Chillicothe	221	Charlotte	148	Chattanooga
310	Mobile		Georgia.	28	Atchison	241	De Soto	264	Raleigh	149	Jackson
98	Montgomery	284	Americus	265	Chanute	39	Hannibal		N. Dakota.	139	Knoxville
185	Selma	180	Atlanta	257	Caldwell	55	Kansas City	273	Dickinson	175	Memphis
248	Tuscumbia	202	Augusta	300	Dodge City	49	Moberly	72	Fargo	135	Nashville
		213	Cedartown	330	Emporia	151	Monett				
	Arizona.	71	Columbus	165	Ft. Scott	362	Nevada		Ohio.	266	Big Spring
313	Tucson	123	Macon	276	Goodland	60	Sedalia	177	Alliance	262	Cleburne
85	Winslow	311	Savannah	226	Horton	212	Slater	73	Ashtabula	53	Denison
			Way Cross	342	Junction City	30	Springfield	134	Bellevue	69	El Paso
	Arkansas.			11	Newton	321	Springfield	289	Bridgeport	88	Ennis
338	Jonesboro		Idaho.	137	Osawatimie	188	Stanberry	193	Bucyrus	57	Fort Worth
131	Little Rock	280	Hope	161	Parsons	141	St. Joseph	181	Chicago Junc	375	Greenville
251	Pine Bluff	209	Pocatello	179	Topeka	3	St. Louis	107	Cincinnati	77	Houston
59	Texarkana			338	Wichita	358	Thayer	14	Cleveland	76	Palestine
269	Van Buren					42	Trenton	20	Collinwood	77	San Antonio
								100	Columbus	256	Smithville
	California.		Illinois.	133	Bowling Green	207	Amory	380	Conneaut	116	Temple
111	Los Angeles	96	Aurora	322	Covington	304	Canton	100	Dayton	275	Tyler
182	Needles	81	Beardstown	239	Lexington	105	Meridian	270	Dennison		Yoakum
195	Sacramento	87	Bloomington	89	Louisville	231	Vicksburg	109	Gallion		
173	San Francisco	41	Blue Island	290	Paducah			295	Lima		
		112	Centralia	297	Somerset			295	Lorain		Utah.
	Canada.	293	Chicago					360	Massillon	124	Ogden
	British Columbia.	127	Chillicothe		Louisiana.			166	Newark		
267	Vancouver	74	Danville	108	New Orleans			329	Sandusky		Vermont.
	Manitoba.	327	Decatur					26	Toledo	233	Bellow Falls
		260	Elfringham					270	Youngstown	62	Lyndonville
47	Winnipeg	235	Forrest		Maine.					29	Rutland
		83	Freeport	66	Portland	173	Chadron		Oregon.	24	St. Albans
	New Brunswick.	101	Galesburg			343	Fairbury	305	La Grande		
214	Moncton	308	Mattoon			220	Fremont	91	Portland		
219	St. John	79	Peoria		Maryland.	227	Lincoln		Pennsylvania.		Virginia.
		106	Rock Island	5	Baltimore	95	McCook	314	Alleghany City	158	Alexandria
	N.-W. Territory.	97	Roodhouse	337	Baltimore	35	North Platte	172	Altoona	184	Clifton Forge
255	Medicine Hat	78	Savanna	234	Brunswick	363	Norfolk	217	Bennett	59	Crews
	Nova Scotia.	118	Springfield	263	Cumberland	126	Omaha	200	Bradford	288	No. Danville
			Streator	354	Hagerstown	246	Wymore	201	Carbondale	205	Prismouth
203	Truro							331	Chartiers	152	Richmond
	Ontario.		Indiana.					337	Columbia	210	Roanoke
355	Allandale	125	Andrews		Massachusetts.			357	Connellsville		
375	Chapleau	19	Elkhart	122	Boston		N. Hampshire.	144	Derry Station		Washington.
366	Brockville	254	Frankfort	157	Boston	335	Concord	147	Easton	249	Tacoma
286	Ft. William	119	Ft. Wayne	146	Fitchburg		New Jersey.	365	East Brady	285	Spokane
27	Hamilton	138	Garret	198	Springfield			64	Erie		
16	London	120	Guntington	237	Worcester	170	Camden	281	Glenwood		W. Virginia.
350	Niagara Falls	303	New Albany			291	Hoboken	129	Great Bend	324	Bluefield
242	North Bay	103	Indianapolis			169	Jersey City	168	Harrisburg	190	Grafton
29	Ottawa	302	La Fayette			307	Elizabeth	153	Jersey Shore	140	Hinton
358	Rat Portage	110	Logansport			174	Pateron	326	Mauch Chunk	136	Huntington
489	Sarnia	213	Michigan City		Mexico.	37	Phillipsburg	320	Meadville	351	Kenova
13	St. Thomas	301	Seymour	159	City of Mexico	312	Weehawken	163	New Castle	183	Keyser
15	Stratford	92	Terre Haute	261	San Luis Potosi			204	Oil City	223	Martinsburg
17	Toronto	339	Washington				New Mexico.	114	Philadelphia	369	Parkersburg
345	Toronto Juc							333	Philadelpia		
344	York							10	Pittsburg		Wisconsin.
	Quebec.		Iowa.					309	Reading	253	Ashland
80	Farnham	228	Belle Plaine		Michigan.	287	Albuquerque	12	Renovo	346	Babcock
75	Montreal	34	Boone	6	Battle Creek	374	Las Vegas	187	Sayre	68	Baraboo
130	Quebec	31	Burlington	48	Detroit		Raton	154	Scottdale	373	Green Bay
		51	Cedar Rapids	192	East Saginaw	56	Albany	157	Scranton	113	Janeville
		38	Clinton	86	Escanaba	176	Binghamton	237	Sunbury	61	La Crosse
244	Colo. Springs	328	Council Bluffs	340	Gladstone	359	Buffalo	187	Shamokin	82	Madison
63	Durango	21	Creston	102	Grand Rapids	43	Corning	51	Tyrene	46	Milwaukee
44	Denver	347	Dubuque	316	Port Huron	9	East Albany	160	Wilkes-Barre	274	So. Kaukana
325	Grand Junc't'n	164	Eagle Grove	182	Jackson	374	East Syracuse			211	Stevens Point
352	Leadville	353	Estherville	240	Marquette	225	Elmira		R. Island.	259	Waukesha
36	Pueblo	93	Ft. Dodge	306	W. Bay City	104	Hornellsville	370	Providence		
132	Salida	283	Fort Madison			341	Middletown		S. Carolina.		
247	Trinidad	268	Marshalltown		Minnesota.	45	New York	319	Central		Wyoming.
		216	Marion			107	Norwich	208	Charleston	128	Cheyenne
	Connecticut.	84	Ottumwa			52	Oneonta	271	Florence	142	Rawlins
50	Hartford	22	Perry	336	Duluth	167	Oswego				
317	New Haven	232	Sanborn	117	Minneapolis	52	Port Jervi		S. Dakota.		
		232	Sioux City	99	Montevideo	8	Rochester	258	Aberdeen		
	Delaware.	279	Stuart	236	Staples	155	Syracuse	121	Huron		
		67	Valley Junction	236	St. Cloud	171	Troy				
		361	Waterloo	40	St. Paul	150	Utica				
224	Wilmington			90	Waseca	25	Watertown				



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CONTRIBUTED.

A PLAIN EXPOSITION OF THE MONEY QUESTION.

BY W. H. STUART.

The financial question is, at present, and has been for some time past, the all engrossing question, to the almost exclusion of others. The discussion of the question has been greatly complicated by the various and contradictory theories advocated by *doctrinaires*, and by others whose interests were subserved by the general ignorance of the subject among the masses of the people. The busy man, engrossed in the daily struggle for a living, has not time to thoroughly examine the subject; to look up conflicting authorities, and properly weigh the evidence on both sides.

I have taken great interest in the subject; have read the leading works on financial science, and have kept myself *au courant* with the recent public discussion at Chicago and elsewhere, on the money question. I think I state the case impartially, as my particular economic theory is not affected by the ascendancy or downfall of either of the contending schools of finance. I propose, therefore, a plain exposition of the money question in "two easy lessons," that even the busy readers of this magazine can "fly" on "the fly," as it were, between stations.

There are two widely divergent theories of the nature and functions of money. They may be described as the "Intrinsic Value" theory, and the "Fiat" or "Greenback" theory.

The believer in the intrinsic value theory, contends that money, while a medium of exchange,

should itself possess intrinsic value equal to that for which it is exchanged. They admit that money may be any commodity agreed upon by society as a measure of value, but that having adopted one or more commodities for that purpose, they, at once, become a standard of value with which we value, or compute the proper ratio of value as between all other commodities. It is contended by that school, that the precious metals, gold and silver, from their scarceness, portability, divisibility, and other qualities, were evidently intended by nature as money.

This school contends that while paper money may be used advantageously on account of its portability and lightness, yet it is merely a representative of real money, and must always be redeemable in money of intrinsic value. While one section of this school holds that every paper "promise to pay" must have back of it coin equal to the representative money, the other section holds that at least sufficient coin should be held as a "reserve" to redeem the probable amount of representative or paper money that might, during any short period, be presented for redemption. This is the basis of our own financial system, and, indeed, of all other commercial nations. All our paper money is redeemable in coin on presentation at any United States sub-treasury. This is why we keep a gold reserve of one hundred millions. It is supposed no larger amount

of paper money would likely be presented at one time for redemption. When the gold reserve falls much below that amount, the security for the redemption of the greenbacks is supposed to be weakened, and the government, to maintain "confidence" in its ability to "cover" or redeem all its paper promises, is forced to sell interest-bearing bonds to replenish its gold reserve. If the intrinsic value theory is correct, then, of course, it is the duty of the government to maintain public confidence in its ability to redeem all its "uncovered" paper money, and the issue of interest-bearing bonds for that purpose is proper and unavoidable.

The "Fiat" or Greenback theory is based on the assumption that money need not, and, indeed, should not possess intrinsic value; that money is an ideal and not a substance; that when the ideal is expressed in a substance of much intrinsic value, the money quality is impaired and its use complicated by such union. They contend that money does not measure value, but, on the contrary, is a mere expression of it; that money proper is a mere medium of exchange, counters for facilitating exchange of commodities, and in no sense a measure or standard of value. The advocates of the fiat theory maintain that money is a creation of law; that any substance upon which a stable government sets its stamp becomes, by that act, money, and answers all purposes of money, provided, always, and this is an important qualification, that issue of money is restricted to the proper amount necessary to carry on business efficiently. They hold, therefore, that intrinsic value adds nothing to the real value of money; that labor spent in procuring gold or silver for coining into money is labor wasted. The "fiatist" holds that it is the exclusive prerogative of the government to issue money and place its stamp thereon. That paper being the least expensive and most difficult to counterfeit, is the most desirable material to use as money. That when such money has been issued to the people in payment for services rendered to the government, and by the government received as taxes and other dues from its citizens, that no other form of "redemption" is necessary. They hold that money is merely a certificate which shows that its possessor has contributed so much wealth which he is entitled to exchange for other wealth of equal and agreed value; that when such "certificates" are issued by a stable government, they are backed up by the whole wealth and credit of the country, and being constituted by law a legal tender for all debts, public and private, will perform all the functions of money, as a medium of exchange, quite as efficiently as

gold or silver, or either of these metals. They point to the fact that the quantity of gold and silver coin in the world is quite insufficient for the purposes of money; and not even sufficient to redeem one-half of the paper promises to pay that all governments are forced to issue, and not one-tenth of that required to carry on trade and commerce. They declare that all governments have been forced to issue paper money, often irredeemable, to enable them to carry on war. They point to England, France, and our own country during the civil war. They show that the first sixty millions of demand notes issued at the commencement of our civil war were inconvertible "fiat" money *par excellence*. They constituted full legal tender for all debts, public and private, and they maintained their parity with gold all through the war, and, indeed, in foreign countries commanded a premium over gold.

Subsequent issues of greenbacks, at the instigation of bankers, were purposely depreciated by the celebrated "exception clause" which destroyed their legal tender quality for payment of "duties on imports and interest on the public debt." For these two purposes gold was constituted the only legal tender, and gold at once arose to a premium, and the greenback correspondingly depreciated, the result of its full legal tender money function being impaired.

This depreciation of the greenbacks was the work of the bankers, who did not take kindly to the idea of a government carrying on a war without issuing interest-bearing bonds; an innovation they resented as a blow at their vested rights.

In due time they had matters so arranged that the government sold the interest-bearing bonds, issuing in exchange for them, as a basis for bank circulation, national bank notes, whose redemption was guaranteed. The government paid from five to seven per cent interest on the bonds; returned the banker ninety per cent of the value of the bonds in national bank notes at one-half per cent interest to cover cost of issue, and then the banker lent these notes to the people at all he could squeeze out of them. Henceforward, the history of American finances is a history of greed and extortion without a parallel.

However, to return to our money theories. It is often urged, that while it might be possible for us to discard the use of the precious metals, as money, in the transactions of our domestic exchanges, there would, however, be an insurmountable difficulty when it came to international trade and exchange. Foreign exporters would, it is asserted, refuse to receive our "fiat" money in exchange for their goods, and it is asked if this is not the reason why bankers ridicule fiat money

and almost universally declare for a gold standard. No, this is not the reason. Bankers favor a metallic basis for the currency, for the reason that they could more easily control it. If legal tender money is restricted to gold and silver, or gold alone, it is easily apparent the advantage the money classes would possess in their ability to contract or lessen the volume in circulation. We see how, by withdrawing gold for greenbacks, the gold reserve is reduced, and the government is forced to sell interest-bearing bonds to replenish the gold reserve. This process furnishes capitalists use for their idle capital. It is a mistake to assume that bankers are better informed on financial science than any other class of citizens. Of the science of finance, in the abstract, they care nothing, they look at the subject from the point of view that affects their class interests. A financial system that enables them to maintain a high rate of interest on good security would be considered by them a "good" financial system. A system that enables them to borrow currency from the government at one per cent, and loan it at from six to twenty per cent, is to them, the very best possible system. The interests of the bankers and interests of the people do not necessarily coincide. In the mad scramble for wealth, under our fierce competitive system, each class supports the plan that enables them to absorb the largest possible share of wealth. The Torrens Land Transfer system, which Cook county, Illinois, has recently adopted, is simple, inexpensive and offers absolute security to owners of realty, yet it was bitterly opposed by the lawyers for purely selfish class reasons. It will reduce their fees. Like the money mongers, they look at every question from the point of view that affects their class interests.

Now for the point raised in regard to international trade.

There is no such thing as "international money," or "money of the world." We pay for goods imported with the goods we export. I greatly fear, that if it were possible, and we insisted on paying for our imports with gold, that foreigners would demur. They would protest that they only required a limited quantity of gold to coin into money, and use in the arts, but that for the great mass of the goods they sold us, they would insist on getting in exchange, our wheat, corn, flour, pork, cattle, cotton, etc. No, we trade goods for goods. For instance, a dry goods merchant in New York orders from his English correspondent \$50,000 worth of cloth. Does he send that amount in gold coin or greenbacks to pay for it? No, he merely procures credit at his bank for that amount, and buys sterling exchange

on London, and remits the exchange by mail, or by cablegram places that amount to the credit of his correspondent. Similarly, an English merchant transmits an order to Chicago for \$75,000 worth of pork and lard. He does not transmit British sovereigns, or Bank of England notes; he buys New York exchange and remits it to his Chicago correspondent. But how, it may be asked, do we manage in our dealings with countries of whom we continually purchase more than we sell—say Brazil, for example? The answer is simple. We give bills of exchange on London, which city acts as an international clearing house for the world. Say an American merchant purchases \$25,000 worth of coffee in Brazil, he pays for it in exchange on London. Here we see, in the transactions referred to, that all bills have been paid without the passage of a single cent of money of any kind. Only balances of trade are settled for with bullion. As gold and silver are products of our country—like wheat, pork or cotton—we could easily settle any balances against us in these metals. Indeed, all the more easily if we used paper money exclusively; because, not needing those metals for money, we would have all the more to spare for settling international balances. And as we make (presumably) on the average, as much profit in producing gold and silver, as we do in producing pork or cotton, it would be a matter of indifference to us which of those products we exported, or paid our international balances with. So that what seemed a serious objection against the use of paper money, is, on the contrary, an argument in its favor.

The "Fiat" theory is savagely attacked by its opponents. "You assume," they say, "with too easy a confidence that money derives its value from the stamp of the government. Is it not a fact that a twenty dollar gold coin will bring nearly as much in the shape of bullion, or as a mere 'commodity,' as it will with the government stamp upon it? And, by the way, what is the 'fiat' value of a confederate five dollar bill? If you had five dollars in confederate silver coin, you would have at least \$2.50 in 'intrinsic' value, and if you had the same amount in gold coin, you would have nearly its face value, notwithstanding that the confederacy is *non est*. Is this not conclusive in favor of the 'intrinsic' and against the 'fiat' theory?"

To many this argument would appear conclusive, and yet, the statement of the case shows the usual ignorance of financial conditions. The present commodity value of money is, no doubt, largely due to the demand for its use as money. The Bank of England, for instance, is compelled

by law to purchase all the gold bullion offered at near its present coin value. If the disuse of gold, as money, became universal, its commodity value would probably greatly decrease. Even its use in ornaments is because of its present value. Our critic's argument works in a circle and proves nothing in favor of intrinsic value. Now, to the illustration regarding confederate money. The answer to which is, that there would have been no confederate money, nor a civil war, if it had had to be carried on by money of intrinsic value. No great war of history has been carried on by money of intrinsic value. There was not enough gold and silver in the world to defray the cost of our civil war. Confederate money was payable in the event of the success of the south in establishing their independence. The southern states, as a separate government, failed, and their money with it. Fiatists continually assert, that fiat money will maintain its value when issued by a stable government, in proper amounts, and when received as full legal tender for all debts, public and private. Fiat money, under such conditions, always has, and always will, maintain its value on a parity with money of intrinsic value. As the question has been raised, it may be well to treat it more fully.

Aristotle declared that money was such by law, and not by nature. The Encyclopaedia Britannica declares that the intrinsic value theory "has been abandoned by the best authorities." I quote from the article on "money" in Appleton's Encyclopaedia, as follows:

"On the testimony of Thomas Baring, we are assured that it was found impossible during the crisis of 1847 in London, to raise any money whatever on a sum of £60,000 of silver. During a similar crisis in Calcutta in 1864, it was impossible to raise even a single rupee on £20,000 of gold. The former was not legal tender above forty shillings, and the latter was not so for any sum whatever."

The same article, further on, states, that Holland, in 1855, adopted silver as the only legal tender, at a fixed value, and at the same time issued gold coins having no such value, their value only regulated by the market from day to day. After 200,000 florins (about \$80,000 of our money) had been issued, the demand entirely ceased.

How are we to explain these facts, except on the theory that it is the "fiat" of government, the authority of law, that gives all money, whether gold, silver, or paper, their money value?

But another article says: "If real money could be created by law *ad libitum*, and such money made a legal tender, or equivalent, for any kind of wealth, the question might naturally

be asked, 'what need is there to work?' " The question displays the usual ignorance on the subject. No greenbacker claims that value can be created without labor. A proper function of money is that it is an evidence in the hands of its possessor that so much wealth has been created, which the owner is entitled to exchange for other wealth of equal value. To insist that the medium of exchange must itself cost in labor the equivalent of the wealth for which it is exchanged is as illogical as it is unnecessary, and represents, as I have before stated, a mere waste of labor.

Do those critics who express such scorn for "fiat" money, know of any money that is not fiat money? Will they assert that the value of gold or silver is not affected by the fact of their general use as a medium of exchange, or that their disuse for such purposes would not affect their intrinsic value; that, in fact, it is not the fiat of law that gives them their present money value?

We can, moreover, point to the Bank of Venice as incontrovertible evidence that money need have no intrinsic value. For several centuries Venice was the commercial emporium of the world. The Bank of Venice, during that time, transacted a world-wide business by the mere transference of credits on the books of the bank. The credits for several centuries, were not payable, or redeemable, in coin, yet the bank credits commanded an average premium, or *agio*, of twenty per cent. Ten ducats in credits equalled twelve in coin. During all that time there was never a panic, nor did the bank ever suspend.

We may, therefore, safely conclude, that as far as our domestic exchanges are concerned, all the monetary functions which are usually performed by gold and silver coins, may be performed as effectively by a circulation of inconvertible notes having no value but that factitious and conventional value they derive from law, is a fact which admits of no doubt. Value of this description may be made to answer all the purposes of intrinsic value, and supercede even the necessity of a standard, provided only, the quantity of issue be kept under due limitation.

If bonds can be made a basis for a circulating medium, why cannot the circulating medium itself be its own basis? Bonds are good only because the wealth and integrity of the entire nation are back of them. Could we not back the medium itself as well? I should like those who make merry over the fiat theory of money to answer this question satisfactorily.

It may, however, be properly asked, how the government could succeed in getting such money into circulation. In the first place, it would be declared a legal tender for all debts, public and

private. Government would issue it in payment for all services performed by citizens for the government; the army and navy; civil employes, and for all other work done, or material furnished the government.

Judge Widwey, in his pamphlet, "A Better Financial System," points out various ways in which a large increase of currency could be put into circulation. He shows how states, counties and municipalities might issue bonds, and deposit those bonds with the government, drawing interest at not to exceed two per cent, for which the government would issue currency, which, when returned to the government with the interest, would cancel the debt. Would this plan not be preferable to paying foreign or local capitalists four, five or six per cent? In addition, the national currency might be used in the reclamation of arid land, by the construction of reservoirs for the storage of water for irrigation. Water from which might be furnished at cost to the users. The national currency might also be used in the construction and equipment of a telephone and telegraph system, which would be an adjunct to our postal system, providing a more satisfactory service to the public, for at least one-third the present cost. Also, improvements to our harbors; our national parks; the erection of necessary federal buildings, and eventually, the public ownership and management of our transportation system, would furnish use for a considerable per capita increase to our circulating medium. This medium would be issued in payment for labor and material for the improvements referred to, and would be received by the government in payment for all taxes, international revenue and excise duties; postage stamps and envelopes; rent of telephones; charges for telegraph service; for passage and freight charges on the national railroads, etc., etc. What other form of "redemption" would be required? What more could gold do?

But I do not at all agree with Judge Widwey, that the banks should act as intermediaries between the people and the government. We want no useless middlemen to absorb "unearned increment" in our monetary transactions between the government and the states and municipalities. Proper officers of the general government should pass upon the adequacy of the security offered, and when found satisfactory, the currency should be issued direct to the borrowers. The two per cent charged for the use thereof would defray all the expenses of the government in the transaction.

The goal of all social effort should be the gen-

eral welfare. Laws that enable a class—like the national bankers—to make a profit out of our intermonetary transactions, are class laws and inimical to the common welfare. Judge Widwey claims that the bankers are already established in business and could perform the service as cheaply and economically as the government could. This is a mistake. Government Postal Savings Banks, are a success wherever tried. They offer absolute security to depositors, which private banks never do, and at half the cost. Consider what an enormous saving would be effected by each municipality doing its own insurance, instead of having a score, or in larger cities, hundreds of various insurance offices scattered over the city, each office with its separate manager, clerks, typewriters, solicitors, etc., and its various and separate rents, gas and fuel bills to pay. The whole business could be transacted in two or three rooms at the city hall, with one general superintendent, and a dozen or so clerks. The cost of solicitors, and the large premiums paid them would be saved, and insurance that would be absolutely secure, could be furnished at perhaps less than half the rates charged by the private insurance companies. The same economy might be effected in our monetary transactions, and the cost of maintaining a useless class of intermediaries or middlemen eliminated. It should not be forgotten, that every man whose labor is not necessary social labor, or whose labor might be dispensed with under a better organization of society, is a social parasite, and the cost of his maintenance is a tax, and an unnecessary tax, on those who perform productive and necessary social labor. It should be the effort of all social reform to remove the unnecessary burdens of society, by insisting on each member of it doing something towards the actual production of wealth, either as an actual producer, or an auxiliary to that end.

It may, therefore, be confidently maintained, that when a money reformer demands that all money shall be issued by the government directly to the people that such money shall consist of inconvertible notes, a full legal tender for all debts, public and private, properly limited on amount of issue; that when gold or silver coins were issued, the government stamp should merely indicate their weight and fineness, he is on solid ground. Such a currency will conform to all the requirements of "sound money," and perform every legitimate function of money, and fulfill every requirement of an ideal and scientific financial system.

A SEA OF FIRE.

BY FRANK A. MYERS.

When the train pulled out of Duluth there were aboard perhaps two hundred passengers—men, women and children. Among them was Minnie Lowell, a lovely young lady, on her way to an uncle's, who lived in *Manitoba*—some people called it *Mani-to-ba*.

At the throttle was brave Ed Daily, and fearless Sim Penn was before the grate. It requires the utmost courage and greatest coolness to be in front when there is danger ahead, but these two men were as firm as the pillars of Hercules, when life was at stake, and never thought of leaving their posts. They pursued their every-day duty with that unflagging earnestness that characterizes the honest, brave railroad men generally, who are doing a great and noble work for their fellowmen. They were not blind to the tremendous risks they ran every minute of their lives on the rail.

When Daily stepped into the cab he remembered his wife and three children at home, and felt glad that with his own strong right arm he was earning bread for them and that they were in fairly comfortable circumstances.

Now and then, as Sim Penn scooped in the coal, he thought of Minnie Lowell, who was his sweetheart. He knew she was on the train, for they had exchanged friendly greetings before the train pulled out of Duluth. She was a conductor's daughter, and for that reason was in fuller sympathy with all railroad men. She understood their dangers and methods of life better than she otherwise would. Sim was not far wrong when he placed her as one of the sweetest, if not the sweetest, girl that ever lived. All honest lovers think that of their sweethearts, though they may be as ugly as sin—so naturally does love smooth out and erase every line of disfigurement. But Minnie was as pretty as she was lovely, and everybody said so. And Minnie was too sensible to be flattered and spoilt by such hackneyed flattery.

As the train sped tirelessly on, the passengers observed that the glaring, burning sunlight had become darkened, though it was not later than two in the afternoon.

"What is this—smoke?" asked Minnie of William Wallace, the man who punches tickets and reads passes, as he passed by her a little hurriedly.

"Yes—smoke!" he returned, and passed on out of the coach.

Already it filled the space within, and Minnie,

as well as all the other passengers, drew their breaths with some coughing.

The two men in the very front, upon whom everything hangs, began to wonder at the thick, bedimmed atmosphere.

"There's a storm coming, Sim," said Ed, holding his eyes firmly along the obscured track in front.

"Getting dark as Egypt," said Sim, springing from his rest and seizing the scoop and scattering coal upon the grate.

But the clouds were not the beneficent carriers of rain.

"You'll have to light the headlight," said Ed, when Sim raised up for a breath of air. So Sim set aflame the great eye of the engine.

"This is smoke," said Sim in some alarmed degree of earnestness, after the air had become pungent and blue with it and the smell was very plain. "Thick as blue blazes," he added, as he resumed his sweaty, ceaseless toil.

But they fled along over the rails without halting or checking.

"Stifling!" cried Ed, after a long pause, in response to Sim. "It's another kind of storm—forest fires," he explained.

Little did they dream those clouds were a death pall gathering about their train from forest fires that were even then feeding on villages and drinking up the blood of human victims.

On the faces of both men there was a shade of seriousness, but not a thought of fear, rather of strong, calculated determination.

Great, heavy, blue clouds of folding smoke swirled over them through the air, driven by the strong wind, and sometimes enveloped the train in a blinding veil. The half-stifled passengers understood now the character of the dense atmosphere and terror took possession of most of them. The bright headlight of the engine could penetrate the thick shadows only far enough to reveal less than a hundred feet of track, and the speed of the train was a rush through chaos.

"This is awful!" wheezed a fat, old duffer, frowning like an angry monarch.

"My dear child!" piteously moaned a mother as she hugged her sweet babe closer to her bosom.

"I can't stand this," cried a thin, gray-haired lady, coughing violently.

"I hope we're not on the way to hell," observed a profane man of the grip.

"In its confines now," returned another without

cracking a smile. "And after the next station you'll smell genuine, old-fashioned brimstone. Better be saying your prayers—short time in which to do it."

Some men are made to jest, even at the bier, and no sort of danger can deter them from what they regard as humorous remarks.

With an entire lack of serious thought, a girl of "sweet sixteen"—and she might even have been older—pulled her chamois skin out of her pocket and polished her face a little with a pink complexion powder. "There!" she ejaculated joyously as she dextrously slipped the chamois into her pocket. She congratulated herself that she had been too "cute" for anyone to have seen her do that "face-polish act." But youth has only begun life, and is necessarily on the surface, while the danger of death lies beyond a far-off, mystical abyss of future time—that might never come to them! Sweet, happy youth!

"Mama, what makes it smell so dark?" asked a rosy faced little girl of about five summers.

"Hush, dear!" whispered the fear-excited mother.

Here and there Ed and Sim, as they flew along, caught occasionally huge tongues of flame lapping upward above the distant trees, in threatening manner, and after a moment sinking back again out of sight. Now a whole crackling forest swung by—looking like the grinning red gums of a devil broke loose from his lair below, out of whose yawning mouth issued tongues of fearful flame. The red, burning trees seemed to be irregular, deformed teeth in his massive jaws. The hot flame was almost unendurable.

"We're in it, Sim," observed Ed, casting a quick, nervous glance at the cool fireman. His assurance strengthened Ed, if that were possible.

"And we'll get out of it," replied Sim, as one speaking of a trifling affair.

Now they swept around the curve in sight of the town of Hinkley. What a spectacle was presented to their eyes! It startled both men, and they each took a significant glance at the other. Their way beyond the town was cut off by a veritable sea of fire, and Ed saw in a glance it was impossible to proceed further. As he went back in mind he felt that by this time it was impossible to return.

Hinkley was no longer a town, but a heap of ashes, and charred bones, and yet burning flesh! Great God, what a fearful tragedy was there! Homes swept away in a brief moment, fortunes consumed to dust that would be blown about by puffs of wind, long cherished hopes of happiness, now about reached, destroyed by merciless flames, and dear life snatched away in a moment of palsy-ing fear!

Both Ed and Sim saw about two hundred frightened men, women and children clustered together in an open space, where the partially spent flames could not reach them, and Ed determined to save them, if at the cost of his own life. As he passed a roaring, burning warehouse, the hot, fire laden air almost overcame him, but it was only for an instant. If he could only get the homeless, frightened people on board and get back before the burning warehouse should fall upon the track!

As soon as the train came to a standstill, they began to clamber aboard in a frenzied way, piteously pleading to be hurried from the pursuing flames, that surged with a mad fury toward the train. Strong men cried at the glad thought that they were saved, as they were given seats inside the coaches by tender hearted passengers. One fond mother clasped her child tightly to her bosom and cried out thankfully: "O, praise God! We're saved at last!" A broken hearted maiden shrieked in agony: "Will, my Will is dead—burnt!" One man looked at his wife and two bright little children and said with such an unspeakable joy: "We're all here!" And he repeated this act every few minutes.

When all were on board Wallace swung his hand to Ed, and with a jerk and a shock, so hurried was everything, the train began to back—faster and faster. Wallace and his brakeman, Jim Riley, stood on the rear platform of the last coach, one on either side to signal to Ed and Sim in case of necessity. When they passed the burning warehouse a mighty pyramid of flame swept over the coach, and with a crack and roar vanished. The heat was intense, almost beyond human endurance, but it was only a very brief time until they had cleared the danger and were safely on their way from the destroyed town. This warehouse along the railroad was almost the last thing to burn, the depot having been swept away some time before. They had scarcely cleared the building when it fell with a strange crash, sending up a great column of sparks, flame and smoke.

"God, how lucky!" said Sim, as if speaking of a very matter of fact thing. Ed merely shook his head for answer.

With his hand grasping firmly the throttle lever, Ed felt he was beginning a race for dear life back over the way he had come. He knew with what speed fire spread in pine forests, and judging by the waves of flame he observed on the way up to Hinkley, it could not be otherwise than that they would now have to pass through strangling smoke and scorching flames. He knew in places, for long distances, they would be driving right through the roaring, spitting, glaring hell of fire, as

the flames would be on both sides of them.

Sim and Ed exchanged significant glances. They understood without words. They knew a mighty thing devolved on their shoulders, but there was not a quaver of fear or weakness in the eye of either.

On, on, on they swept, the mighty line of fire having seemingly outstripped and cut them off. The smoke, deep, blue, thick, suffocating, was itself almost sufficient to destroy life. The heat was like the heat of hades, and there was but the one and only avenue of escape!

William Wallace and Jim Riley could stand it no longer on the rear platform of the coach, and had to relinquish their posts and enter the coach. Certainly in that hell of fire and smoke there would be no danger of meeting a down train. And if they did, it could not be helped, for there is a limit to human endurance. As it was they were scorched and blistered in the face and on the hands, and their clothing was full of holes and still slowly burning in several places. Two or three kind-hearted gentlemen helped to put out the spots ignited by flying sparks.

There was a terrified, dreading look on each passenger's face, as if expecting to be swept out of existence at any moment, and in the most horrible manner possible—a fire, the most poetic conception of intense misery and pain known to the ancients—a place, where the long, long ago dead consigned all their enemies. Through fire to the grave was the worst form of death known to all the world—for it was next to hell itself.

Closer and closer and closer flashed the angry red flames, as the great trainload of trembling humanity was hurried on and on and on, through the fast pursuing, hissing, snarling waves that roared and rolled and screamed in frantic delight. It seemed to mock the hope each one possessed still, and laugh in his teeth at his delusion.

Now the roaring, all-devouring, brutal demon flared and flamed on both sides of them. They were running the gauntlet of hell—roaring, seething fire everywhere. Great showers of hot ashes, like the eruption of a volcano, fell upon the train, running away with all its might like a frightened deer. Mighty walls of horrible fire beat this way and that, like a plastic thing in the hands of the wind's will. Great, red tongues would sometimes reach up so high as almost to pierce into the very presence of God himself. And these poor, suffering people were in the midst of it all! Life was at stake, dependent on the endurance of Ed and Sim in the engine. They were more exposed to the direct effect of the heat and smoke than the passengers, who kept their windows closed tightly.

There was a tremendous roar, and a mighty wall of fire fell all over the fleeing train, completely submerging it for a moment. The awful heat burst the glass of the windows, blistered the sides and roof, and ignited the coaches, already almost in a condition to burst into flame, in many places. A long, red tongue of flame ran through the broken window and licked off the mustache and eyebrows, and even singed the hair at the temples, of the profane drummer, of whom mention has been made before. He recoiled like one who had entered the door of sheol and encountered the first sweep of flame of the brimstone furnace—greater than ever man hath builded! He rubbed his hand over his red, smarting, blistered face, and feeling the crisp stubs of hair on his once proud upper lip, he exclaimed as much to himself as to his friend:

"Well, by Ned!"

"Time you was appealing to your friend," suggested the other man, whose face was literally the complexion of a piece of raw pork steak. But with a good deal of long drilled composure, he was nursing his pains and fears all to himself. Moreover, that was not the time or place to afflict others who had already enough troubles of their own.

With the windows broken out and a free inlet given to the smothering heat, the passengers now suffered untold agonies—writhing in their misery like flies, and panting in their extremity. It was truly a piteous scene to behold them.

And in the cab—what of Ed and Sim? Brave men, still at their posts, we are proud to say. In truth, we never knew an engineer or the fireman, in an emergency, to forsake his post. They are all brave men in moments of great danger.

Arms of flame reached in through the broken windows of the cab and swished in over the roof and at the sides, seemingly in a fiendish glee desirous of kissing the fated men, and torturing them in a devilish manner. At such moments Sim wisely fell upon his face, and wetting his handkerchief from the tank, covered his nose and cheeks with it. He wet Ed's handkerchief and put it about his neck. Now the clothing of Ed was in a blaze, but with only a nod at Sim, he sat steadily at his post. Sim drew buckets of water from the tank and dashed them over Ed. The throttle lever grew hot and scorched the palm that grasped it, but the tense muscles not for an instant relaxed their hold. Ed stood at his post with a fidelity that the raging hell could not dismay. His life might be taken, but never would he basely surrender his post.

On ahead about three miles were the rank sedges and slimy waters of a swamp, the only

haven of promised relief in all that fury of fire and smoke. To reach that before the train itself should become a running tongue of merciless flame! And already the cars in places were burning fiercely! Not a bit of the paint and varnish but is bubbling and writhing beneath the intense heat! It is fairly cooking the people, crowded in the coaches like fish in a spider, some of whom were already prostrate with the heat. Any failure there at the throttle meant death to those men and women and children—the most precious load of freight in the world. Despair had seized them.

Ed was panting like one gasping for his last breath, and the sweat was burnt almost into a crust as soon as it came out. Sim had some better opportunity to protect himself, and like a wise man, he saved his strength for Ed's duties, should Ed fail entirely.

When that mighty wave of flame fell upon them and burst the window glass, both in the coaches and the cab, and shivered every heart with appalling dread, Sim fell flat upon his face till they had swept through it. When he arose, Ed had relaxed his hold upon the levers, and with wild, rolling eyes staggered from his seat and fell in the edge of the tender. Quick as thought Sim dashed a bucket of water over him, and at once he revived, stood up, glared around like one dazed, and then suddenly recollecting himself, caught his levers. But in a moment he was again overcome with the frightful heat, and again fell to the floor of the cab. He rallied in a minute and dragged himself up to grasp the levers. But he could not hold out. His heart unfaltering, his brain calmly resolute, but his physical powers too feeble for what was required of them! Again he sank down.

Now Sim grasped the levers. This strong young man had a determination visible in his face that would have gone into the hell of death on a battlefield, and while a pang was in his heart for poor Ed, he reserved his forces for the mighty task now devolving upon him. Those precious lives must be saved, if in the power of any man to do it.

Minnie Lowell was very calm in outward appearance though it. When others screamed and groaned in agony, she sat perfectly mute, only wishing she could help them. Everybody cried for water, but there was none in the coaches. Her thoughts were chiefly for Sim and Ed. She knew what they had to endure; she knew how the flames whistled into the open cab upon them; she knew they fully understood the significance of their post of duty. As for herself, she had gotten as close in front of the coach as she could, and

crouched there near the floor for as much protection as possible.

When at last they had reached the field of rank sedges and the slimy waters of the longed-for marsh, Sim was scarcely able to shut off the steam and apply the air-brake. And when at last he had stopped the train in the only place of safety for it, he sank down unconscious.

As soon as the burning train stopped, there was a mad rush, a headlong hurrying of the crying, gasping people to the swamp. In their frantic hurry down the steps, some fell over others, and some pushed others out of their way. At last the train was empty and abandoned to its fate.

Minnie Lowell!—Yes, Minnie took thought! She at once hurried to the engine, and seeing both men prostrate on the cab floor, Sim with his right arm across Ed's body, she feared the worst. But it was not a moment for timid fear. She called:

"Sim!—Ed!"

But received no response. By this time, two or three men, who had seen the noble, thoughtful girl's action, came up with Will Wallace, and they sprang up and lifting Sim, passed him out to others, who swiftly bore him away to the water's edge.

"Where are our saviors," cried some one, and then there was a general rush toward the engine.

Fifty persons were there to carry Ed Daily off to the swamp.

"Is he dead?" asked some one.

Minnie followed after. Wallace directed the rescue with great presence of mind.

She saw the flames lap up the coaches, and later saw the haggard skeletons thereof lying prone upon the track. She turned an eye of pity on the ruined engine.

"Ah, that was a ride through fire," she sighed, as she sat and tried to be cheerful to Sim and Ed, who had been brought to by a liberal application of cooling water.

"My face and hands are raw and hurt, as if roasting now in fire," said Ed.

"And mine, too," said Sim. Minnie shook her head and looked away. She could not brook the sickening sight.

One man walked away saying:

"Well, their hearts are the stuff of which heroes are made in this world, and archangels in the world to come."

A fire does not last always.

In due time the whole company of people was delivered from the swamp.

Minnie loved Sim better than ever. Sim never forgot her gallantry in being the first one at the engine after the train had stopped.

During the honeymoon, some three months later, Sim said to Minnie, with quiet humor:

"You've saved me twice within a year, Minnie, and this time it is for good and all time—saved

me from coffee houses, and so forth, and given me yourself, the best friend on earth."

"And I'll always be your best friend, too," said Minnie, looking up with a soft smile.

THE NEW DISPENSATION.

BY JOSE GROS.

"I have many things to say unto you, but you cannot bear them now. I shall send the spirit of truth to guide you into all truth."

This verse embodies a promise to men of revelations to come, in proportion as they may be likely to accept them. A revelation has been here among us for about seventeen years; but only a few men have as yet seen fit to grasp it, in all its symmetrical grandeur and beauty. Most people call it a panacea, a cure all, and most people hate the idea of being rapidly relieved from all troubles and temptations. They are willing enough to be cured slowly, to improve slowly, which really means that they are not especially anxious to improve at all. Unconsciously, we are apt to think that our own cussedness forms an integral part of ourselves which it would never do to drop, altogether anyhow. It would be too much of a good thing. From such a mental condition a species of internal rebellion springs up against this or that truth, to which we may not have yet been accustomed, because more or less new, in its essence or presentation. It is thus that the progress of the race becomes so sluggish and painful, so full of disappointments, so incomplete in all directions.

Take any thought or truth, however grand, and you find that the bulk of humanity insist upon apprehending it as a mere sentiment or as a question of mechanics, while only a small portion of the race grasp it in its connections with the ethical order so indispensable to all human relations. And this is to be found even among the very group of minds in the vanguard of progress, that is, even with those willing to accept the thought or truth in question as part and parcel of progress. For instance: In the *Arena* for January, 1896, we have a symposium, on the social problem, by three ladies of high mental attainments. They are all willing to consider that the concentrating of taxation on land values as a fiscal process, shall be a useful contrivance or mechanism with which to improve the general conditions of the race; but only one of those three equally estimable ladies can manage to see any more than that. For the other two of those ladies, a mere basic

change in methods of taxation can never be sufficient for the suppression of monopoly.

To destroy a tax system which we inherit from the old heathen empires, and through which all despotisms, crude as well as refined, ancient as well as modern, have flourished and mastered the working masses of all nations; to abolish such a cardinal iniquity root, and branch, and substitute it with a method of taxation absolutely ethical in itself, a method which really abolishes all taxation; to consider that change insufficient for the symmetrical evolution of social and industrial conditions, that is not reasonable at all. It shows an improper apprehension of the difference between iniquity and righteousness in land distribution, and hence in wealth distribution. Can the latter fail to follow the former? Or shall land monopoly, the fundamental sin of all social compacts, shall that continue when all land values are collected by the social organization, and not, as now and ever before, by landlords, transportation lords, bond lords, banking lords, etc.? To assume that any such lords can exist under the full application of land values taxation—to assume that is to see nothing but the shell of the tax reform in question. That reform can only be grasped, in its round, complete meaning, when it is understood that the land assessments shall not be controlled by any set of large capitalists, but by the plain workers and small capitalists of the nation and each respective locality. Why? Because the very essence of the reform is to give choice land to all, and never to allow any large quantities to remain withdrawn from the circle of free competition.

It follows, from the preceding conception, that, as soon as any body or combination attempted to make any land corner, the annual assessments on that land would be rapidly increased until the corner was smashed; and thus have that land, like the rest, placed under the action of free competition for use up to the highest point compatible with the greatest benefit to all men, and hence making it literally impossible for the perpetuation of any form of monopoly in production and commerce in transportation or exchange.

The effectiveness of the above plan can be illustrated with what should be done as soon as we wanted to smash the Standard Oil Company, the giant monopoly of this nation after the railroads. The capitalization of that company stands today at \$100,000,000, paying 12 per cent. That means an actual capital of at least \$240,000,000, at 5 per cent., usual good interest today, aside from monopoly elements. We know that that company owns about one million acres of our choice oil lands over the nation. We know that \$2,000 per acre of oil land in full development, is about the market price today, as an average,—the value to that company, we mean. We, the people; we, the single taxers of the day, not the socialists or the monopolists of any period; we, the men who want the single tax to mean something, not the people who would like the single tax to be a farce; we, the people, the ruling power of a single tax civilization; we could and should tax the Standard Oil Company out of existence in a single year, because the land values they control represent \$100,000,000 annual potential or actual land value. That should be applied to every monopoly in production or transportation, because that would be the logic of the reform in question. Anything short of that would be like playing reform just for the sake of amusing the enemies of all reform, the enemies of humanity.

Perhaps we should now tranquilize all our friends, be they socialists, anarchists, monopolists by wholesale or retail, in the flesh or in the spirit, as a matter of fact or only in aspirations, by telling them that, in this nation of ours, no single tax civilization is likely to be seen until along towards the middle of the twentieth century. Not even the political system of Russia or Turkey is especially in the way of that reform, while it is totally impossible under our own political system. Besides, the materialism of our nation is deeper than that of any other, not because we are any worse than the best nation anywhere, but because of our peculiar extra favorable conditions in all that is conducive to rapid wealth accumulation. Human types are the result of environment just as much as that of any species in animal or vegetable life all over the earth. Almost every one of us is a born monopolist, and longs to become a wealthy chap, and descends to the grave with the insane desire of success in dollars and cents. That tendency is naturally fed, to every one of us, by the very immense natural resources of our nation, and by our achievements in all that dazzles the imagination of an emotional race, as we are and become in proportion to our growth. And nothing shall check that short of some tremendous cataclysms.

Then again, the whole tendency of civilized nations makes us more ambitious in all that shines and captivates the caprices of the mind, and, isolated as we are from all powerful empires, we do feel so strong in this grand continent of ours! And such a feeling is a dangerous element in human progress. It means a twisted progress, one that does not accord with the laws of nature and is bound to bring great sorrows and social convulsions. All that may carry us in the direction of a mongrel socialism. Our political system is most admirably adapted to that—a socialism to which we seem to have been prepared by that infatuation of ours for our own political methods. Our politicians and monopolists would not ask for anything better than such a mongrel socialism, which would give to them the full control of all our immense resources, the natural and the created ones.

Every city, town and village has its own coterie of machine politicians, handled by the officers of our trusts and corporations. Those two sets of fellows, already closely allied to control our politics, could in no time take possession of all our economic wheels, and there you have it—"socialism."

We don't believe that that will take place in a hurry either, but feel that the conditions of our own development are all in favor of its success, because of that militarism of the age, in perfect accord with the spirit of socialism, which is essentially that of a large army handled by captains of industry in towns and cities, each county forming a military brigade, each state an army corps, and the central committee or national congress to constitute the grand coterie of generals at the head of the whole, say, 100,000,000 soldiers forming the great republic, as we shall be in less than twenty years. But how long can that experiment last, after it has been initiated, in fifteen years from now, for instance. Well, suppose it keeps for a quarter of a century. And what next?

Perhaps it is logical to assume that men shall try every conceivable, unnatural, wrong device of their own before they make up their minds that the wisdom of God is somewhat greater than that of themselves, when the new dispensation shall step in, as a matter of course, with all its grand simplicity of ethics at one end and freedom on the other, as the two poles of the whole social organization.

Socialism would have room for the few at the top, for the ability men, and be forced to leave the rest at the bottom because of having no ability.

Social righteousness, the law of equal rights, realized through land values taxation and the scientific money system it implies, that would

give to all men the opportunity of acquiring their own form of ability, as God, in nature, gives to all flowers their tints and aromas, and to all forces and objects their charms and advantages. Civilization would then have no top, because of having no bottom. It would be but a plain brotherhood, that is, a well provided table, in the banquet of life, with a fine seat for every one of us on earth.

Only one thing would then be lacking in life. None of us could humbug anybody else. No one

could brag about his having succeeded where others failed. Our planet would not be adorned with the presence of any Pharisees. We would have to give up that love of ours for our own materialistic civilization, with which we are constantly denying the beauty and wisdom of that Christ who preached, and lived, and died for the social righteousness we seem to hate and despise.

Perhaps that is owing to ignorance, rather than perversity. Let us hope so. Ignorance is bad enough.

JACK MASON'S LUCK.

BY "A CONDUCTOR'S WIFE."

[Continued from Last Month.]

To say that Jack and Nannie were happy would but faintly express it. Jack had realized his dreams of a cozy home and a loving welcome to meet him, and when with the first snowflakes of the following winter a tiny girl baby came he thought his cup of happiness was full to overflowing. His belief in his Good Luck was stronger than ever. She was a frail little thing, as white and quiet as the snowflakes she came with. She would lay for hours without uttering a sound, and seldom cried unless startled. Nannie often found herself wishing she was more like other babies and gave more trouble, and the poor mother had reason to wish so. The little one was nearly three months old when the doctor, dropping in one morning to take a look at her, made the terrible discovery that she was blind, stone blind, had been born so. When, with bitter tears, Nannie told Jack of the awful affliction that had fallen on their darling he felt with an inward conviction that nothing could shake that his luck had turned, and the next day for the first time during all the years of his manhood, Jack Mason went to his work with a heavy heart. But time heals all sorrows, and as the little Dorothy, as they had called her, after Jack's mother, grew in strength and sweetness every day, there were times that Nannie and Jack almost forgot her terrible affliction. Before she was a year old she could hear her father's footsteps coming before even Nannie's quick ear could detect them, and her little hands would be stretched out to be taken before he had crossed the door step. In his arms she was cradled the greater part of the time he was at home, with a look of the most perfect content on her tiny features.

The winter that brought her first birthday had set in very severe, with heavy snow storms, and

the tracks were blocked in many places, delaying trains for hours, sometimes days, and Nannie's face had taken on that look of anxiety and dread which is the almost constant companion of a railroad man's wife. Jack seldom, or ever, came home on time now, and as Nannie, with her little one in her arms would sit waiting far into the night her heart would grow sick with fear, but so far Jack had met with no worse trouble than delayed trains. His luck had not deserted him and he had always come home safe to snatch a few hours sleep and go again. The winter was almost over now and Nannie was beginning to think she had been over-anxious about him, when one day he came home ahead of time; came home, but loving friends carried him there, and rough voices broke down as they told Nannie how it had happened. Someone had blundered; a switch left open; a collision with a freight in the siding, and Jack had been thrown between the cars and badly injured. He had never lost consciousness, and when kind hands had done all they could for him he asked to be taken home. He knew he was beyond all earthly hope, and to see his wife and baby once more was the only conscious thought he had. So the express was flagged as it came thundering by and Jack tenderly lifted on board, but as the lights of the distant city were coming in view, the light from his home among them, he gave one long sigh and with Nannie's name on his lips, Jack Mason had gone "to where beyond those voices there is peace." His luck had turned with a vengeance.

Six months had passed since Jack's death. Six awful months to Nannie, who was only half-conscious of how the time had passed. She had kind neighbors, who were unceasing in their attentions to her and the little Dorothy, but they found it hard to rouse her from the stupor of grief in which

her bereavement had left her. It was only when she found that she had almost come to her last dollar and that her little girl had only her to look to for bread, that she roused herself and took up the burden of life again. She had to give up her cozy little home. Jack had often talked of buying it, as he had talked many times of insuring his life, so as to place Nannie beyond the reach of poverty, but it had ended in talk. He thought he had plenty of time. He was young and his belief in his good luck was strong, and though the thought had come in Nannie's mind, many times that winter, that if Jack were taken from her, she and Dorothy would be thrown on the cold charity of the world, yet she could not bring herself to speak to him about it. Every woman naturally shrinks from the distasteful task of urging her husband to insure his life for her benefit. It is a subject on which women's tongues are tied, and that fact in itself ought to be sufficient for every man who has a wife and helpless children depending on him for support, so that he will without any urging or loss of time, hasten to secure his family beyond the reach of poverty.

Poverty in all its grim nakedness had fastened its clutches on Nannie Mason, and before Jack had been in his grave one year she had known what it was to go hungry many times and, what was worse than all, little Dorothy was failing for want of pure air and nourishing food. Nannie had moved into a room in the lower part of the city where rent was low and all her neighbors, like herself, had to struggle for bread. She had gotten shop work from a factory at starvation prices, but Nannie, not being accustomed to the work, and hindered by the care of Dorothy, who seemed to grow frailer every day, could hardly earn enough to keep body and soul together. She was often tempted to give up in despair, but a glance at the little white, patient face would rouse her and she would toil on afresh, hoping things would mend. One day it did seem as if things were going to take a turn for the better. A wealthy lady had heard of Nannie and had sent for her. There was a daughter to be married, and her mother wished her wedding outfit of linen to be made by hand, and offered the making of it to Nannie, who, with a very thankful heart, exchanged the coarse shopwork for the soft cambric and laces. She was furnished with a supply at once and as she hastened home, where she had left Dorothy in charge of a little girl from a neighboring room, her heart felt lighter than it had done for many a long day. When she opened the door of her room she was startled by seeing a man there, who was holding the baby in his arms. He turned as she entered and to Nannie's unspeakable

surprise she found herself face to face with her uncle. In his old gruff manner, which Nannie so well remembered, he said he was in the city on business, and having an hour or two to spare before leaving for home, had looked her up. Casting a glance around the dreary, desolate room, he remarked in a tone of contempt: "I can't say that you bettered yourself when you left the shelter of my roof, if this is what that man has brought you to." With quivering lips but in a steady voice, Nannie answered, "I have never regretted it, and I would not mind anything only for baby's sake. She is not strong and this awful hot weather makes her worse." "I can't see how you can expect her to be well in a hovel like this. She needs country air and plenty of new milk. Bundle up your things and come home with me this evening. I reckon your aunt will be glad to see you." Nannie's heart leaped within her as she heard the invitation. How many times during that summer had she not pictured to herself the old farm, with its waving trees and sweet, green grasses, and the scent of the clover over all, and longed with a heart-sick longing for the new milk, which meant new life to the little one. But she sadly shook her head as she remembered the work she had undertaken that day could not be finished under two or three weeks' time, and she could not afford to give it up and offend the lady, who had said if the work suited she would recommend her to her friends. Thanking her uncle for his kindness, she explained the matter to him, and added, "if you will save us, Uncle, we will come just as soon as this work is finished, and stay as long as Aunt will have us." "It is all nonsense, your not coming now," he replied, "but if you won't come yourself, let me take the little one to her aunt. I'll warrant she won't look like this when you see her again." But Nannie, with tears in her eyes, refused. She could not part with her baby for three weeks, it was impossible. Her uncle insisted, in his old masterful way, and poor Nannie, broken down with all she had passed through since Jack's death and by the want of sufficient food, was easily conquered, and when the evening train left the city her uncle was one of the passengers, with little Dorothy asleep in his arms.

It is needless to tell how Nannie toiled the next two weeks, early and late, sewing far into the night, until the needle dropped from her tired fingers, up again at the first streak of daylight, and by the end of the second week the last piece was finished and she was free to go to her baby. Only one letter had come from the farm, and that said very little, only telling Nannie to come soon. No need to tell her to hasten. Her one

thought, sleeping or waking, was her little one, and many bitter tears of longing had christened the bridal outfit. But the last piece was finished and she could go that day. She had few preparations to make, and as she was gathering up her scanty wardrobe the door opened and her uncle came in. With a happy smile, she exclaimed, as she advanced to meet him, "Oh, Uncle, have you come for me, and I am quite ready to go. I think I would have given up my work and come anyhow. I could not stand it any longer." Her uncle made her no answer, and a horrible fear crept over her. Resting her hands on a chair to support her she said, "is anything wrong, Uncle, with baby?" In a low voice he replied, "she has been sick." "Oh, Uncle, why did you not send me word? How she must have wanted me. My

poor little girl." "Your aunt and I did not think there was any danger. She didn't seem to suffer much; only fretted for you, saying 'I want my mamma. Won't you tell mamma to come?' Last night a change for the worse took place and," in a faltering voice, "this morning she died. I am awful sorry, Nannie," he continued, but he spoke to deaf ears. With a shriek which will ring in his ears until his dying day, the wretched woman sank unconscious at his feet.

In the free ward of the state insane asylum visitors often ask the history of the little white-haired woman, who, with restless feet, paces ceaselessly up and down the long corridor, approaching each stranger with the words: "I want my mamma; won't you tell my mamma to come."

THE VALUE OF GOLD.

BY W. P. BORLAND.

The gold standard advocates continually insist that the labor cost of production is the principal, if not the sole element in determining the value of gold, and that coinage laws and legal privileges have very little to do with it; hence the claim the gold is not a dishonest standard of payment, because the labor embodied in a gold dollar is substantially what it was fifty years ago, while the labor embodied in all other commodities has decreased. In this fact, according to the gold advocates, is to be found the explanation of the increased purchasing power of gold; it is all a matter of labor cost. When the facts of the case are considered it is difficult to see how any person can be deluded by such an argument. Under the legal privileges which it enjoys it is impossible for labor cost to be the determining factor in the value of gold; and even if it were true that the labor cost of gold exactly corresponded with its exchange value there would be no way to establish the certainty of the fact. The only way to determine that would be to abolish all the legal privileges that give gold a superior position in the market, and leave it to stand on its own bottom. Then its price would become adjusted to labor cost. If the government should establish a bushel of wheat as the sole exchange unit of account, and should freely exchange dollars for wheat at the ratio of one dollar for one bushel, it would require no argument to convince one that the government had really established a fixed price of one dollar a bushel for wheat, and that no matter what the labor cost of wheat might be it could have no effect on its price. A bushel of wheat

would always bear a market price of one dollar, no matter what its cost of production might be. If, further, the government should make wheat the sole legal tender, should decree that a bushel of wheat was the only thing that was competent to legally discharge a dollar of debt, it could be seen that a further artificial demand had been created for wheat, and a further influence brought to bear to sustain its purchasing power, its exchange relations with other commodities, independently of its cost of production. Why should we reason any differently about gold than we do about wheat? If we admit that the law would have this effect to establish and sustain the price of wheat, and also its value, why must we not admit the same thing concerning gold? This is exactly the way in which the government treats gold. It has established a fixed price of one dollar for every 23.22 grains of gold produced. This price cannot vary, no matter what the cost of production may be. This certainty of a market at a fixed price enhances the value of gold, and the further fact that gold is made the legal standard of payment further enhances its value. Although it is true that gold is not our sole legal tender, it is our only *unlimited* legal tender, and practically, by reason of the redemption policy adopted by our government, it is the sole legal tender. Now, how is it possible, under these circumstances, for the value, or purchasing power of gold, to be determined by its cost of production, any more than it would be possible for the value of wheat to be determined by its cost of production under like circumstances? And if it

is true that the value of gold is determined by its cost of production independently of coinage laws, why should the gold advocates insist on the maintenance of these legal privileges by which it is surrounded? Why not let this remarkable commodity stand on its own bottom? Why do we need any law to bolster up that commodity which civilized people have "spontaneously" adopted as their standard of payment? But I fear if the coinage laws were to be repealed, and the legal tender privilege taken away from gold, so that the laws of the market could operate freely to establish its value at cost of production, it would be discovered that the value of gold was not such a great quantity after all.

The fact is that, while gold is truly a scarce commodity, when the artificial demand for it is considered, the improvements in production which have operated to so largely reduce the labor cost of all other commodities within the past generation have also had their effect on gold. Gold can be produced much more cheaply now than it could a generation ago. Senator Teller, of Colorado, is authority for the statement that gold is now being produced at Cripple Creek, in that state, at a cost of but 25 cents an ounce. This is, approximately, a cost of a cent and a quarter for a dollar. And yet the gold advocates would have us believe that values would go to smash entirely if silver should be granted the same legal privileges as gold, for the simple reason that the cost of production of a dollar's worth of silver is something less than 50 cents.

Senator Teller's assertion as to the cost of producing gold is apparently confirmed by the following item, which is taken from the *Scientific American* of September 14, 1895:

A striking contrast between old and new mining and milling methods and conditions is afforded by the old bill in an Arizona mining camp and the report of the operations of the Alaska-Mexican Gold Mining Company for the year 1894. Alaska is more remote than Arizona, yet last year that company worked 73,141 tons of low grade ore at an average cost per ton of \$1.97½. This includes everything, and is illustrative of what skill and close management can do in a mine. Of that \$1.97½, labor in the mine took less than 70 cents; supplies, 32½ cents; labor in the mill took less than 24½ cents; mill supplies, 33 cents; chlorination of concentrates cost 17½ cents; "general expenses," 7½ cents; the office expenses, less than 1½ cents; bullion charges, 4 cents. Of course such a result would not be possible, even at the present day, in Arizona; but is worthy of note that in far off Alaska, so remote from supplies of all kinds, a corporation was able to work in one year 73,141 tons ore that only yielded \$2.79 per ton and yet make a profit of 8½ cents on each ton. Of the \$2.79, \$2.11 was free gold, the 68 cents coming from concentrated sulphurets. The year's profits were \$59,540; the total receipts, \$204,042.

This shows the total cost of mining a ton of gold ore in Alaska—a very unfavorable locality—to be less than two dollars. It is reasonable to suppose that this cost of production can be duplicated in any part of the world at the present day, and we might then conclude that Senator Teller had rather understated the facts as to the Cripple Creek

district, rather than overstated them, if we may rely on the reports of the wonderful productivity of those Colorado mines, which have been so widely circulated of late. This Alaska report shows the cost of production of the gold in a ton of ore to be about 46 grains of gold. I have no figures at hand which show the production per ton of ore of any of our American mines, but I append a tabulated statement showing the yield per ton of some of the Australian and South African mines, together with the cost of producing the gold dollar, figured on the basis of this Alaska report, for which I am indebted to a writer in the *Twentieth Century*, of December 5, 1895:

Mine.	Yield per Ton.	Cost to Produce a Gold Dollar.
Glencairn (S. A.)	480 grains	Under 10 cents
Great Blow Mine (W. A.)	2640 grains	Under 2 cents
Coolgardie	1920 grains	Under 3 cents
Augusta	960 grains	Under 5 cents
Reine D'Or	1920 grains	Under 3 cents
Bonnie Dundee	1680 grains	Under 3 cents
Day Dawn	1200 grains	Under 4 cents

From these figures one may easily see that cost of production is not a very large element in the market value of gold and the absurdity of the goldite arguments against the "cheap" silver dollar becomes very apparent.

Let us now examine this cost of production argument from another standpoint. In the very next breath after telling us about the value of gold being dependent upon its cost of production, just like the value of all other commodities, it is customary for the gold advocates to tell us that money is not wealth, but merely a representative of wealth, and that trade is not an exchange of commodities for money, but an exchange of commodities for each other, money serving merely as a medium by which the exchange is more readily effected than it could be by direct barter. This is undoubtedly true. When we receive money in exchange for wealth we are interested only in knowing that the money represents, and will be received by somebody else in exchange for as much wealth as we have parted with; that is to say, when we get ready to complete the exchange, by giving up the money which we have received for our wealth in exchange for the other forms of wealth which we may need, we want to know that our money will represent as much value as we originally gave up for it. The elements of value embodied in the forms of wealth which we exchange, one for the other, are, briefly, cost of production, coupled with their utility, as expressed by the demand for them. Now, is it necessary that these elements of value should also be embodied—and in the same ratio—in the representative, the mere medium for the exchange of the capital values? No, it is not at all necessary. It is only necessary for the medium of exchange to

express clearly, in terms of the unit of account which we habitually reckon with, the value of the wealth which we gave up. Doing this, it will surely express the value of that which we receive in exchange for it.

For the sake of argument we might admit that the value of gold is a legitimate value. Even then, the argument that, when we receive gold basis money in exchange for commodities there can be no doubt about its value, has no standing, because such an argument can only apply to gold itself, not to paper money based on gold. It could only apply to the paper money if every dollar issued was actually secured by a gold dollar. But everybody knows that that is not the case. Everybody knows that the paper issued on the security of gold exceeds by many times the value of the security; and it is this very excess of paper above security that creates a doubt about the value of this gold basis money, and destroys the confidence on which most business operations rest. But we cannot restrict the issue of paper money to the volume of gold alone. We must allow this credit money to expand so as to fully meet all the legitimate needs of business, and the only problem to be solved is to furnish ample security for every dollar of it which may be issued. If every dollar issued is secured there can arise no doubt as to the value of such a currency, no "lack of confidence"; and it is just as easy to secure every dollar of a paper currency as it is to secure every fifth or every tenth dollar. It is the height of absurdity to restrict the issue of credit currency to that insignificant portion of wealth represented by gold. Let the whole volume of wealth be accepted as security for the issue of currency, and there could then be no such thing as an overissue, nor could there be any doubt about the value of every dollar in circulation.

Now, let us compare the gold dollar and the paper dollar, with reference to the elements of value which conduce to their stability. Suppose that I engage in gold mining, and expend therein labor and material to the value of one hundred dollars. I take out as the result of such expenditure an amount of gold sufficient to make one hundred gold dollars. Now, because the coinage of gold is free, and because the law declares that when coined the gold shall possess all the powers and attributes of money, therefore, is my uncoined gold worth one hundred dollars, and I may exchange it for one hundred coin dollars. I do so, and thus become possessed of one hundred dollars of gold money. It is evident that the elements of value in this gold money are the labor and material I expended in obtaining it, combined

with the use which the law enables me to make of it; in other words, the elements of its value are labor and the law, as its chief usefulness is given by law. Now, I take this gold money to a merchant and exchange it for one hundred dollars' worth of supplies which I need. My gold money has then redeemed its cost; it has brought back to me the equivalent in value that I parted with to obtain it, in something else that I needed. In doing this it has served as a medium of exchange by enabling me to exchange the labor and material which I had, and desired to dispose of, for the supplies which I had not, and desired to obtain. While in my hands it represented to me the value of the labor and material I gave to obtain it; in the merchant's hands it represents the value of the supplies he parted with to obtain it. The merchant then exchanges it for, say, one hundred dollars' worth of cigars, and in doing so the process of redemption and exchange is repeated. The cigar maker uses it for the purpose of purchasing revenue stamps, and again is the process of money use, redemption and exchange effected. Now, while I am engaged in gold mining, Mr. A is employed by the people of the United States, through their agent, the government, in fighting the battles of the nation, in helping to make our laws, or to execute them, in dredging a river, improving a harbor, building a lighthouse, or any other service for which the people employ labor or use material. Mr. A, in the business in which he is employed, renders services or furnishes material, as I did in my gold mining operations, to the value of one hundred dollars, and for this value rendered he desires to receive equivalent value. Very well. The people, then, through their agent, the government, take a piece of blank paper, and upon it they print, or stamp the certificate of the United States government officially certifying to the value of the materials furnished and services performed by A. The stamp tells no lies, nor does it create anything new; it merely certifies to the truth of a fact already existing—the fact that Mr. A has contributed wealth to the general stock to the value of one hundred dollars. This piece of stamped paper is given to A in payment for his services. He needs food, clothing, and other supplies, as much as I do in my gold mine. He, therefore, takes his paper money to the merchant, as I did my gold, and exchanges it for one hundred dollars' worth of the things he needs. In doing so his money, like my gold, has redeemed—brought back to him—the like amount in value which he parted with to obtain it, which value it represented while in his hands, as did my gold while it was in my hands. It also, like my gold, has per-

formed the full money function, by enabling him to exchange something which he had and desired to dispose of, for something else of equal value which he had not and desired to obtain. The merchant uses this money as he did the gold, to purchase, say, another hundred dollars worth of cigars, thus again repeating the process of redemption and exchange, exactly as with the gold, and the cigar maker purchases with it his revenue stamps, thus again enabling this paper money to perform the money use of redemption and exchange. This paper money has now passed back into the hands of the government. It has been taken up, redeemed and paid, even under the goldite's own definition and theory of redemption, by the very party and power that issued it, and through the exercise of the very and only power on which the United States bonds depend for their redemption; and for "value received" may be reissued the same as gold. Now, what element of value is there in gold which does not exist in equal degree in this paper money. One is produced by labor, the other is earned by labor. They are born into circulation of the same parentage. The value upon which is conferred the

attributes of money is in each case the same, and the power which confers those attributes is in each case the same; also, that which is conferred, the right to circulate as money, is in each case the same. Equal elements of value are given and added in each case to that which before such addition had equal values, and in such a case it is self-evident that the results can be none other than equal.

Theoretically, a fixed quantity of labor is the only correct basis on which to coin money. But labor cannot be converted into gold in the proportion of a certain weight for a certain amount of labor, at the pleasure of any man who has the labor to give. Paper money, however, may be thus issued and given for labor. The market value of everything depends on two primary circumstances: First, demand; second, restriction of supply; and the natural cost of everything is the labor to overcome the natural obstructions to its procurement. The supply is thus limited by the amount of labor necessary to produce and exchange the particular article. When labor is free to produce a thing, that thing will have its labor value in the market.

OUR NEW YORK LETTER.

As we come nearer the end of the wonderful nineteenth century, it is interesting to speculate on what the twentieth may have in store for mankind; and there are not wanting signs that the materialism which has been so much the characteristic of the past hundred years, displacing what we are apt to think of as the romanticism of former days, may develop into a higher sort of idealism. That just as machinery has dominated the world, its dominion springing out of the craving of mankind first of all to satisfy its grosser necessities, so this has in turn given birth to a nobler class of desires, which will, in the future, strive even more eagerly for the higher flights of science; not alone for the increased comforts which these will produce, but also for the purely abstract enjoyment from scientific discovery. Of this class is the universal delight that has been shown over the latest discovery—that of the "cathode" rays of light, through which, however crudely as yet, our scientists are exposing to vision the innermost recesses of hitherto opaque bodies. Nor is the share which the public at large is taking in this scientific excitement, entirely without its amusing features. Edison may be considered the modern scientist *par excellence*

—a scientist who appreciates the value of advertising and works in such full glare of publicity as to evoke a not altogether pleasant suggestion of the street fakir with his fife and drum to attract a crowd.

It is rather absurd, in fact, to read of sober experiments of the kind that the layman was once supposed to take no interest in, conducted in the midst of a throng of reporters, with each step bulletined like the votes in a nominating convention. But at least the demand from the public for the information betokens a cheering capacity left in the public to appreciate something outside the daily treadmill for existence, which, for a generation past, has seemed to threaten the mass of humanity with subjection to a new barbarism. Not only this scientific event, as it may fairly be called, but so many of the others which have occurred in recent years, such as the numerous medical remedies that have been discovered, seem to aim more at removing causes of physical suffering and mental darkness than at furnishing new means of material comfort, as did the first efforts of modern science. And it would be sad, indeed, if the new century that is bringing us apparently the possibilities in this way of a higher

form of existence should usher in conditions that would forbid the great majority of men to enjoy them.

Our eyes are slowly being opened, however, to the sources of monopoly which grind down the multitude. And not least among the object lessons now being furnished, is the constant trouble that the "trusts," one after another, are getting into. These letters have already more than once had occasion to point out that the much dreaded power of mere combination of such industrial enterprises *as could be duplicated*, was a pure boggy; that the real profit to be made out of trusts and to a great extent, the real purpose of their formation, was to be found in the stock market, where, by a sort of green goods game, the lambs looking for a chance to plunder their fellow men, were being shorn by shrewder operators who have sold them shares in combinations whose powers for evil have been purposely exaggerated. The latest news is that the leather trust is in difficulties, following in the tracks of the cordage pool, of the whiskey men, of the tobacco company, and half a dozen smaller concerns which have come to grief. The *World* is still exploiting its fad of the legal regulation which has so invariably proved a failure, and sapient law makers are particularly active just now in twisting new ropes of sand to bind their bogus giants; but it seems to be always the rule that when a fallacy is on the point of explosion, is just the time when its promulgators are most strenuous.

Another hobby that the *World* has been riding very hard of late, is the notion that bond issues can be made on the same lines as newspaper circulation is formed. We may differ about the wisdom of having bond issues at all, whether we object to the currency system which they are meant to maintain or to the partial nullification of that system, which alone gives cause for so strained a method of maintaining it. We may denounce most bitterly the general conditions which concentrate loanable capital in the hands of bankers, whether acting for themselves or as agents: or even insist that bankers are a pestilent nuisance, to be abated as speedily as possible. But with the conditions existing and the bankers still doing business, backed by the entire commercial world, it is ridiculous to assert that great financial operations can be carried out except along the lines on which men are accustomed to handle finances. It is against human nature, which is slow to grasp even the best new ideas, and will often use a poorer method that it is used to rather than a better one that it has not learned. One of the funny features of the discussion is the ardent devotion to the idea that there

is a hoard of gold in the "old stockings" of the people; and the pointing to a few stray pieces of old coinage that have come into the treasury as evidence. How foolish this is, each reader of these lines can determine if he will try to think if he ever heard of anybody—much less, knew anyone—who had such a secret stock; for if there was any general hoarding, it would certainly be so distributed that each of us would come into contact with a little of it. As the bond sale has turned out, too, it proves not only that bank reserves are the only places where gold (or, for that matter, much "currency" of any kind) is held, but also that the famous syndicate deal of last February was not nearly so black as it was painted. A portion of the press, eager to exploit its superficial wisdom, at that time made a great deal of the apparently exorbitant margin between the figure at which the February loan was placed and the current quotations in the market; but it is now clearly shown by the rates bid for any considerable portion of the new loan that about half this margin only represented the normal difference between the market for a few thousand bonds and that for a great many millions, and this is a perfectly legitimate difference, too. The work of distributing securities involves an enormous amount of detail, which can only be performed by employing an army of clerks whose services must be paid for, and the expense of this and the manifold other expenses incident to carrying on this machinery runs up into the hundreds of thousands for any of the large banking houses.

As for the balance of the big premium which the bankers are supposed to have enjoyed last February, the greater part of that was really a premium on gold; for it must be remembered that the treasury was then given a guarantee such as does not in any way go with the present sale, that the gold to be paid for the bonds would come from the outside and not be drawn from its own vaults, a process that has been carried on to such an extent this time that the net gain of gold will be comparatively small. In saying all this, I do not mean especially to champion the banks. They have undoubtedly considered first their own interests rather than the public interest, just as most people do; and Pierpont Morgan in especial, while in private life said to be a most estimable man, is in his business so remorselessly self-seeking as to be often little more than a financial pirate. But criticism of the individual and his methods need not blind us to common sense, as it has those who have carried their cocksure opinion of the whole affair so far as to suggest the supreme nonsense that in this latest competition the Morgan party had a secret knowledge of the

price which the Stewart syndicate would bid, that enabled them to go just a little higher. As a matter of fact, they went enough higher to cost them over eight hundred thousand dollars more than they need have paid, a sum which it is scarcely necessary to say no shrewd banker would have thrown away if he had been possessed of inside information that would have enabled him to save it.

By way of contrast, perhaps, with the prevalence of government by newspaper, the last act of the Defender-Valkyrie yacht race drama—a farce—has been played in positively ridiculous secrecy. If there was anything of consequence in the whole affair, it was what it derived from the wide public interest that had been taken in it. Yet, as if to ostentatiously declare the opinion of the yachting set that this was something too high and lofty for the common herd of humanity to meddle with, the committee perpetrated the extraordinary feat of trying a case to which they were really parties in one sense, with closed doors, expecting an obedient public to accept their verdict with unquestioning faith. Luckily, there was no sort of doubt about the merits of the case, everybody on both sides of the water having already come to the conclusion that Dunraven had made an ass of himself, or in all seriousness, the atrocious influences of the trial under such circumstances might have well served to fan into fresh life the tendency to bad feeling between this country and England.

Our British friends have quite enough on their hands at present, however, not to keep up a quar-

rel for which there was so little excuse on either side as that over Venezuela; and nobody here any longer thinks of war as even a remote possibility. The Boer trouble in South Africa offers far more serious danger, indeed, of disturbing the peace of the world, if only because there is a crazy man concerned in it to deal with, in the Emperor of Germany. This quarrel of the foreign miners with the Boers, by the way, according to the first news, seemed to be little else than a case of highway robbery; but by later reports, it is possible to believe that there are two sides to it, as to most things. The method adopted by Dr. Jameson and his men was certainly lawless in the extreme; but on the other hand, comes the question how far any people who happen to have first occupied land for their own, are warranted in shutting out the rest of the earth's population from enjoying its fruits and developing the natural resources which they may themselves choose to let lie idle because they prefer another sort of life. In another way, it is the same story as that of the dispossession of the Indians by our own nation; and it must be admitted that it is a nice question in ethics how far we can endorse a race of men in doing that which in an individual we should certainly condemn. On one hand, it would seem as if any considerable body of people who might associate themselves for the purpose, ought to be able to select their own mode of life; but on the other, there is something of the dog in the manger in it, when by so doing, they prevent other masses from utilizing to their full the riches which nature has provided.

EDW. J. SHRIVER.

A MODERN SIR GALAHAD.

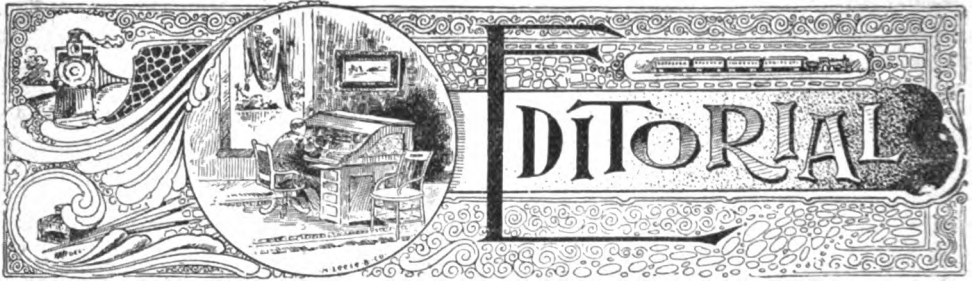
This is Sir Galahad. Clear from the mist
Of the past we can see him, gracious, fair;
The lips that the spirit loved and kissed;
The halo of palely golden hair;
The brow to the light of the vision bare.
But a doubt to the depths of his bright soul
creeps,
And Sir Galahad weeps.

Is it Sir Galahad? Forged to endure
This armor; these are his true young eyes;
These are the wasted profile pure,
The eager hands that should grasp the prize,
The voice that should thrill with the glad surprise;
But a doubt in the heart of the Knight is come,
And Sir Galahad's dumb.

Himself he has questioned: "What is the grail,
That by the vision should be revealed?"
He has waited. Alas, now visions fail!
So he mounts his steed and takes his shield,
And now he fares through the town and field;
Since doubt has entered Sir Galahad's breast,
The Knight cannot rest.

Poor Sir Galahad! Visionless Knight!
The other knew visions—ah, happy he!
But for thee, who seekest the mystery bright,
Full of agony, bend we the knee
And pray that thy soul its hope may see—
Even if it came at thy latest breath
And through that revealer whom men call Death.
—Hannah Parker Kimball, in the Christmas.

Scribner.



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IMMIGRATION A MENACE.

Accepting the theory that a rapid settlement of our vast territory by immigrants from older and more thickly settled countries, would further the interests of the American people and strengthen our position as a nation, the general government long ago proclaimed that our doors and arms were open to all comers, especially the downtrodden and oppressed of all nations. If those who sought our shores had been only those intending to make it their home, only those who were law-abiding and industrious, only those who loved liberty and were willing to enjoy it without converting it into license, it would be impossible to compute the benefit which the country and government would have received from continuing that policy throughout all time. But the natural resources of our new continent were so vast, the opportunities for all classes of people to enjoy much better conditions than were possible in older countries were so great, and the beauties of the land and government were painted in such glowing colors, that an indiscriminate scramble was indulged in by those who were at war with fate or discontented with their lot. It soon developed that other nations were taking advantage of the opportunity to unload on the new republic their paupers, cripples and criminals. It became apparent several years ago that our laws were too lax and their spirit too easily evaded, and in response to popular demand for same, congress has undertaken from time to time to improve these laws by the adoption of such amendments as have been deemed advisable and desirable.

In 1894 the secretary of the treasury, acting, of course, under authority vested in him by congress, appointed a commission, known as the

Immigration Investigating Commission, consisting of Herman Stump, superintendent of immigration, as chairman; Edward F. McSweeney, assistant commissioner of immigration at the port of New York, as secretary, and Dr. J. H. Senner, commissioner of immigration at the port of New York. This commission have made their report to the secretary of the treasury and the result of their investigations as well as conclusions reached by them make a very interesting, instructive and important document.

In 1894 the present commissioner of immigration at the port of New York concluded that there was serious defect in previous statistics as to the number of immigrants reaching our country. This was brought to his attention by a discrepancy between the figures in immigration tables and the census of the foreign born population. Investigation showed that the fault was in the immigration returns, no account having been made in enumerating the arrivals, of previous residence in this country, and (as will be shown later in this sketch of their report) that a very large number who come to the states annually, and return to their homes for a portion of the year, have been counted over and over again.

Statistics show that during bad times in Germany, the famine in Ireland and the discovery of gold in California, the volume of immigration was very largely increased; that the financial depression of 1857 was followed by a marked decrease, which was still more plainly shown during the years of the civil war. Prosperous days, beginning with 1879, brought with them immense numbers of immigrants, while the hard times of 1893 and 1895 show a more marked de-

crease. At one time during this period the number of foreign born steerage passengers departing from our ports exceeded the arrivals. The partial return of prosperous times and the promising outlook for the future is already shown to be an inducement to large numbers of immigrants who, if times were bad, would probably stay at home. All this goes to show that a very large portion, at least, of those who come to us as immigrants are, in a sense, a floating population. They do not come with the intention of making this their home or of sharing in the hardships as well as in the advantages of our land. They come when their condition at home is so bad it cannot well be worse, or when the conditions here are so advantageous as to allure them. They come with the intention of getting all possible of advantage to them and of returning to their native land when they cannot do better here than there.

The commission declare "the influence of immigration on wages" to be "too large and complex a subject for the commission to discuss with any fullness at the present stage of its investigations." They state that facts do not bear out the opinion that wages have fallen since the great tide of immigration set in, but that "the statistics of immigration already given show that large immigration has almost invariably been coincident with (not necessarily the cause of) prosperity." Further, that the report of the senate subcommittee of 1891, which was charged with the duty of ascertaining the course of prices and wages of labor, shows that wages have been highest during these same periods of prosperity and that wages have been the highest during those years in which immigration has been the largest. It would be nonsensical to assume that heavy immigration was the cause of high wages. It is practically, if not literally, impossible for a working man in any capacity to escape entirely the effects of the law of supply and demand. It is plain that prosperous times and consequent high wages were the cause, and increased immigration the effect. The commissioners say: "It would be manifestly unfair, however, to jump to the conclusion that immigration has increased wages, though for that position, something may be said. Trades unions have unquestionably been a potent influence in increasing wages and immigrants have made, broadly speaking, first-class trade unionists." This opinion is hardly borne out by appendix "B" to their report on the subject of the Pennsylvania mines, in connection with which they quote the following from the pen of Henry Hood, in *The Forum* for September, 1892:

When a stranger visits the anthracite regions of Pennsylvania he is filled with sympathy for the poor Italian and Slav. He considers the American residents heartless in the extreme. He is amazed at the way the foreigners are regarded. But a single year spent in that land will show him the truth, no matter how tender hearted he is. He will then know that disgust should take the place of surprise. He sees a thousand idle Americans and a like number of foreigners slaving for 50 or 60 cents a day. He sees the Americans sending their children to school, supporting churches, living in decent houses, trying to be cleanly, and to wear presentable clothing. He also sees the scum of Europe taking the place of the former, content to swarm in shanties like hogs, to contract scurvy by a steady diet of the cheapest salt pork, to suffer sore eyes and bodies rather than buy a towel and washtub, to endure typhoid fever rather than undergo the expense of the most primitive sanitary apparatus.

Without doubt many immigrants have made "first class trade unionists." It is not that class of immigrants that anyone objects to. They have assisted in improving conditions and compensation of the class in which they labor, but there are hundreds of thousands of others who, under conditions so aptly described by Mr. Hood, have almost completely displaced American trades unionists, who were earning a good livelihood for themselves and their families, and who are today driven into other fields or are obliged to compete with those who have been brought in to take their places.

Considerable space is devoted to discussion of the application of laws against the importation of contract labor. It is shown that under the law as originally enacted, the provision that "nothing in the law shall be construed as prohibiting any individual from assisting any member of his family or any relative or personal friend to migrate from any foreign country to the United States" covered so wide a field that practically every contract laborer detected had a relative or friend who had secured a position for him before he left home. An amendment to this law struck out the words "or any relative or personal friend." This law is frequently evaded and its provisions are nullified by misrepresentation or falsehood on the part of foreigners already here and of those desiring admission, as well as on the part of many employers of labor, who connive with others to that end. In that connection we incline to the opinion that the suggestion offered by Mr. Gompers, President of the American Federation of Labor: "One of the most efficient steps which, in my judgment, should be taken to secure the exclusion of immigrants, who, the spirit of the law, forbids to land in this country, would be the appointment of special agents under the immigration bureau, who should be authorized to go to foreign ports and return per steerage, making covertly such inquiries and investigations as would lead to the detection of intending immigrants, who come in violation of the law," would be productive of re-

sults fully justifying the trouble and expense. And as the proceeds from the tax of \$1 per head levied on each passenger not a citizen of the United States, affords more revenue than is necessary to the conduct of all of the affairs of our immigration bureaus, the question of expense in this connection is unworthy of consideration.

The application of the laws providing for the return to the countries from which they came, of all persons liable to become public charges and of the arrest and deportation of anyone, who entered in violation of the contract labor law, at any time within one year from the time of landing, has resulted in deporting large numbers of immigrants. Requiring the steamship company which brings them to return them at their own expense has had a salutary effect, while there is no doubt but that the representations made by our ministers and consuls to foreign countries, of the feeling of our people and government on the subject of sending to us undesirable citizens, has also had the effect of reducing the numbers. The commission call attention to the fact that the application of these laws has removed opportunity for the complaints made in the past to the effect that our almshouses, insane asylums and hospitals were overcrowded with these classes.

Mr. Stump, of the commission, has, in the discharge of his duties, made a trip to Europe and there secured very valuable information. Among other things he secured positive knowledge to the effect that "the establishment of depots for quarantine and inspection purposes along the German and Russian frontiers, where indigent persons are prevented from entering Germany, diverted this class to the Russian port of Libau, on the Baltic Sea, making it the principal port of departure for those who could not pass inspection at the frontier," and that the principal steamship lines landing immigrants at our ports have agents actively engaged in soliciting business among these classes, under contract, for transporting them in numbers to the steamship lines offering the cheapest rates, controlled by a firm in Hamburg. It is shown that in the year 1893 only 201 such aliens arrived at Hull, destined to the United States, as compared with 2,431 during the first eight months of 1894. He has also clearly shown that the agents who were working up this business were selling tickets to be paid for on the installment plan; that many of the purchasers arrived in our country destitute and penniless and were admitted under the practice of innumerable frauds at the hands of persons pretending to be relatives. We wonder if these people will make "first-class trade unionists."

Under the heading "Migrant laborers," the

commission set forth that a very large number of people come to this country for the purpose of accumulating as much as possible, while living in a manner that will never be accepted by the average American working man, simply to return to their native country when they have enough, for them, or can get no more. The statement of a prominent Italian banker of New York is quoted to the effect that there is sent to Italy alone, by Italian laborers in this country, twenty million francs annually. The senate committee on immigration, in May, 1893, by investigation, showed that in an average year Italian bankers of New York City alone send to Italy \$25,000,000 to \$30,000,000. Thus, under our lax and easy immigration laws, not only are the native laborers and those who desire to make this their home crowded, out of their occupations and obliged to accept reduced pay and to consequently reduce their standard of living, but the earnings of those who thus crowd them out are shipped out of the country, excepting only the very insignificant amounts spent by them for what is necessary to a bare existence.

The facts developed in investigation of the "padrone" system are intensely interesting, and they show that the system, while not so generally prevalent in our country as in former years, is still in existence. While perhaps this system does not technically conflict with the thirteenth amendment to the constitution of the United States, the fact that it exists at all is a blot on our country's honor as foul as the one wiped out by the said amendment. One case is related in detail, under which, in the fall of 1893, work was begun at Brunswick, Ga., on a sewerage contract. Local labor was employed at \$1 per day, and by the spring of 1894, seven miles of the work had been completed. When the contractor was ready to resume operations the following fall, he offered the local operators but 90 cents per day, to be paid in cash every two weeks, or in scrip on demand. Scrip, when presented to the local traders, was found to be worth but 80 or 90 per cent. of its face, which reduced the wages of those paid in scrip to about 80 cents per day. As a result of the dissatisfaction thus caused, a great many stopped work, the contractor refusing to pay more on the ground that he could get plenty of Italian laborers at the same or even a cheaper rate. In October 215 Italian laborers were sent to Brunswick by an Italian banker of New York City. Each of the number paid the banker \$1 for finding the employment. The men were landed at Brunswick in November and were installed in nine negro huts of three rooms each on the outskirts of the city, the tenth hut being used as a

hotel and store by the agent. The agent paid \$25 a month for the ten houses, but each of the Italian laborers paid the agent, for the privilege of occupying them, \$1 per month, or \$215 in all. Supplies, which they were compelled to buy at the agent's store, were purchased at from 8 to 100 per cent. more than the prevailing prices in the city. It is stated that "the feeling against the hiring of the Italians was very strong among all classes of the city, but particularly among the business men." Why shouldn't it be? The people of the city paid the taxes, out of the proceeds of which the sewer was built. Instead of the work being given to local laborers who would keep the money at home, it was given to these degraded beings, who were either too dense and ignorant to know the manner in which they were being robbed, or they were too far from human to properly resent it. And they were imported for just such uses and purposes.

The report states that at least 100,000 persons come into the United States annually from the provinces of the Dominion and Newfoundland, at least one-half of whom return to their homes at the end of the working season, or when they have accumulated a certain sum of money. And it is explained that this 100,000 does not include those who come daily into the border towns and cities, or the seamen upon the great lakes. It states that brick making in New England is now largely done by these migratory laborers, but that the building trades of that section are most seriously affected by them. The effect on the American workingman and his wages shows in the fact that the contractors make a specialty of employing the transients, and as carpenters they work for \$1.50 to \$1.75 per day, when the regular rate of wages for carpenters is from \$2.50 to \$3 per day. On account of their different mode of living and by bringing with them all that they need for the period during which they remain, excepting what is put into their stomachs, they are enabled, from their standpoint, to flourish at the reduced rate of compensation. It is patent that the American workingman must seek other fields or he must compete with these wages, and if obliged to compete with these wages, he can only do so by circumscribing the comforts and advantages of his family and home in the same ratio. It is claimed by some who discourse on these subjects that the American workingman is extravagant and expects to live too well. No one who is imbued with any part of the spirit which prompted the foundation of this government will entertain such an opinion. Nothing is too good for the American workingman and nothing is too good in the shape of ad-

vantages for his family. No good or lasting benefits can come to any community by the employment, in their midst, of large numbers of those whose presence has the effect of reducing the compensation of the workmen.

Various recommendations in the form of proposed amendments to the laws bearing on this subject are submitted by the commission. They are practically all in the line of amendments which will make the present laws a little more efficacious, a little easier to enforce or a little more severe in their application. No radical changes or departures are proposed.

On the question of an educational test, three different opinions are expressed and as there are but three commissioners, it would seem that no two of them are able to wholly agree in their ideas on this point. The first opinion is to the effect that a man who possesses physical power and energy, who is willing to perform menial service and hard work, is a good citizen, regardless of whether or not he can read or write in any language, and is a more desirable immigrant than one who is possessed of some education and who will not accept employment except in some particular branch acceptable to him. This opinion, however, concludes with the statement that if congress should "determine to further restrict immigration, an educational test would be the best means of accomplishing this result," and that the most undesirable immigrants we receive are from those nations who "suffer their people to grow up in ignorance," as "ignorance and pauperism, immorality and crime, seem to be associated."

The second opinion freely admits that the immigrant who is able to read and write his own language is, other things being equal, a somewhat better immigrant than the one who cannot. It seems to assume that the effort to establish an educational test is a round-about way through which to exclude certain nationalities without naming them and holds that, as it has been before necessary in case of the Chinese, so, sooner or later, it will be found necessary with others, to prohibit their admission to our ports, "because they do not meet the standards of western civilization." That is driving directly at the point, is a straightforward and honorable course, and if there is any nation whose people are, almost without exception, undesirable as citizens of ours, there is no good reason why we should hesitate to say so and prohibit their coming among us.

The third opinion is that 'Illiteracy is invariably coupled with a low standard of living that leads to a lowering of wages. This fact alone is enough to make illiterate immigrants an injurious element, even if the right of naturalization and

suffrage is denied them. * * * There is no doubt that the introduction of the literary test would greatly facilitate the solution of the immigration problem and do more than any one thing to lessen the present popular aversion to immigration."

It is to be hoped that careful consideration will be given to the report and recommendations of this commission by our legislators. This is a subject that is of most vital importance to the American people and is one which our legislators should not undertake to evade and in which their conclusions should never be influenced in any way by partisan policy, convenience or prejudice. There is ample room still for those who come to cast their lot among us, to accept our ideas of civilization and to bear their share of the burden in the heat of the day.

Thought of our naturalization laws cannot be divorced from our immigration laws. If we had

no immigrants, we would need no naturalization laws and there is no question but that the ease with which an immigrant becomes a voter is prejudicial to the welfare of the people. While it might not be advisable to debar from landing all who could not read or write their native language, it would be eminently proper to debar from the exercise of the franchise, here, all who could not read and write the English language. The working people have made this continent what it is. If it were today stripped of every artificial improvement, they could replace and outrank it all. The government, in order to secure its own life, must serve the interests of the working people, and a question which so seriously affects the earning power and welfare of the working people as does this question of immigration, demands prompt attention, careful thought and resolute action.

THE GARMENT WORKERS WIN AGAIN.

The lockout of tailors in New York, Brooklyn and other centers of the same manufacturing interest, has resulted in another body blow to the infamous sweating system. Our readers will remember that some three months since the contractors in these places, thinking they had the situation well in hand, announced the abrogation of the agreement won from them in the fight of the year before, and locked out all of their men who were not willing to return to the old sweating conditions. The unions at once accepted the issue, and, backed by the United Garment Workers, commenced an earnest fight for the retention of the ground they had gained at so much of cost. The struggle was maintained with all the zeal and discretion which made the men invincible before, and at the end of six weeks the contractors were more than willing to accept the proper sort of mediation. This was furnished by the contractors who had been friendly to the unions in the most critical portion of the fight, and through their good offices a conference was secured between the Contractors' Association and the unions interested. The results of their deliberations are summed up by *The Garment Worker* as follows: "This conference resulted fortunately in an agreement with the local unions by which the objectionable notices posted up, which caused the trouble, will be removed, all the terms of the existing agreement will be lived up to, all employes to be reinstated and those who took their places to be discharged. A supplementary agreement was arrived at between the

general officers of the General Executive Board and the Contractors' Association, by which all future differences that may arise, and which cannot be settled with the local unions, will be submitted to an arbitration committee composed of officers of the General Executive Board and of the Contractors' Association. The contractors, however, must first show their sincerity by strictly abiding by the terms of the agreements."

This is a sweeping victory for the unions and one upon which they are to be congratulated. It is a blow from which the promoters of the sweat shop will find difficulty in recovering, and all who have any feeling for our common humanity will hope that it may result in the complete obliteration of that form of wage slavery. The fight on this evil is by no means confined to the tailors' unions, but has been taken up by many other of the agencies which go far toward making up the sum total of what we call public opinion.

It seems to be the general opinion among those who have given the subject the most careful thought, that state regulation is not sufficient to thoroughly suppress the evil. The recent decision of the Court of Special Sessions in New York to the effect that the manufacture of garments in tenement homes is permissible under the law intended to make it impossible, seems to give point to this opinion. With this thought in view, an effort is now being made to secure the passage of a federal law which will not be open to these objections, though, of course, it will be impossible to pass a law which will not be at the mercy of

such judges as are ever ready to override an attempt to better the condition of the working classes. A number of different methods for doing away with the sweater have been proposed, but the one to receive the most general endorsement is that adopted by the International Convention of

Factory Inspectors, held in Philadelphia in September of '94. The central thought of this plan is to tax the sweating system out of existence, and a bill including all of its essential features, and some others, was recently presented in the house by Congressman Sulzer, of New York City.

THE BAKESHOP REFORM.

The agitation started by the Journeymen Bakers' and Confectioners' International Union for the purpose of improving the sanitary condition of the bakeshops and securing shorter hours for the employes is already bearing rich fruit. In several of the larger cities the work has been taken up in earnest and in every one of them the progress made has been most encouraging. The latest development in this direction was in New York and was brought about by the tenth annual report of the state factory inspector, recently made public. In this report Inspector Connolly pays especial attention to the condition of the New York bakeries and more than bears out all that has been said about their terrible condition. Details are given showing the filthiness of both shops and workmen, the presence of all sorts of vermin, rodents and other animals in and about the bread and flour, the damp, unwholesome cellars in which the bread for the greater portion of the population is baked, and the prevalence of contagious diseases among the bakers endangering the lives of all who are obliged to eat of their product. The investigation also disclosed the fact that the hours of work required of the men and their pay were almost equally as bad as their surroundings. One shop was found where the second hand was required to work 133 hours per week, and for this life of worse than slavery he received only \$25 per month, boarding himself. He was obliged to sleep on a filthy mattress in the bakery where he worked, with no opportunity for observing the ordinary decencies of life,

thereby adding in no small degree to the dangers of infection already surrounding the product of his labor. Bad as were the conditions in this particular case, they were little if any worse than those found to exist in hundreds of others, the whole making such a revolting showing as would seem to be impossible in this day and age of the world. Some idea of the impression made on the inspector by his investigations in this line may be gathered from the fact that he advocates the following radical measure as the only cure for existing evils:

The law should be amended abolishing basement bakeries altogether. They are a disgrace to civilization, an indirect menace to the health of the community at large, and fatal, sometimes slowly, often swiftly, to those who earn a livelihood therein.

Seldom has public sentiment been so thoroughly aroused in that state as it seems to have been by this report and a demand is going up from every quarter which will certainly result in the introduction of radical reforms before the opening of another year. The same work is being done in other cities with almost equally good results and it should be pushed into every city and hamlet in the nation. If there is any one thing over which the people have the right to demand the most rigid safeguards it is their bread supply, and this agitation should not be left to the members of the Bakers' and Confectioners' Union alone. All who are obliged to depend upon the bakeries for their bread are equally interested and they should assist in pushing this reform until every bakeshop from the Atlantic to the Pacific is conducted under the strictest sanitary regulations.

CONTEMPT OF COURT.

The attention of all readers has been frequently called, of late, to the subject of "Contempt of Court." Glaring inconsistencies have existed and been pointed out in connection with the actions of some of the courts, including the Supreme Court of the United States. Especial attention to and careful perusal of the address delivered by Judge Wolfe, of Clinton, Iowa, before an assembly gathered to dedicate the new hall of the

B. of L. E. at that place, found in another column, is invited. The ringing appeal cannot fail to touch a responsive chord in the heart of every true believer in freedom and the right of men to lawfully combine for mutual protection, assistance or benefit. The American system of jurisprudence is wrong. The Federal judges, without ceremony, declare the acts of legislators of to-day unconstitutional and offer as an excuse for the act, or as a

basis for their conclusions, some opinion expressed more than an hundred years ago,—as was done very recently by Judge Ricks, of Ohio, in a case elsewhere commented upon,—and if the opinion can not be found to suit their idea or intention among those of our courts, they go back to the old English laws, which caused a rebellion on part of our forefathers,—having been successful it is, of course, termed a revolution,—for the so-called basis.

Is it to be tamely admitted that the judges of a hundred years or more ago knew more of what is right, just and equitable for the people, and the conditions of to-day, than the people who live, struggle and bear the burdens of to-day?

Mistaken or vicious legislation might be enacted and there should exist a tribunal empowered to stand between the people and such, but it is ridiculous that a majority of a quorum of the Supreme Court should have power to nullify the acts of Congress. The people of to-day know, or ought to know, what law is for their best interests, and the intelligence of the people, expressed through their representatives, should "go" regardless of the ability of some fossil to find some fossilized and musty opinion, expressed by one who departed this life long before the present generation was born, to the contrary.

We have often declared that the working men have the remedy in their own hands and we are glad to see them told the same thing by Judge Wolfe. We have asked before, "will they use it?" Now we ask, will they heed him? The organization that expects to succeed must keep up with the times, and new ideas must be adopted. The old are all right and can be retained so far as they benefit, but new ones must be added. We assert, and wish we could be heard around the world, that the direction in which most good can be secured or accomplished is through legislation.

State action is all very well in its way, but national legislation is what is needed and what must be had. Is it sought to curtail the power of the Federal Judiciary? Congressional action alone can effect it.

Senator Voorhes, of Indiana, introduced in the present session a bill looking to this end and embracing the ideas advocated by Judge Wolfe as to reasonable power to be vested in the court to punish for contempt.

How many Divisions or Lodges of the organizations of railway employes have even written to the senators from their state, or the representative from their district, urging them to support it? Will these same organizations unite in urging and demanding proper consideration for their interests and their rights? And will the membership awaken to the importance, aye, the imperative necessity, of giving their representatives or officers undivided and active support on these lines?

The committee on the Judiciary in the Senate of the United States, on February 4th, reported favorably a resolution directing that committee to "investigate the law upon the whole subject of 'contempt of courts,' as enforced by the federal courts and report to the senate whether any additional legislation is necessary for the protection of the rights of citizens, and, if so, to report such legislation."

Do the people think such investigation advisable? Do the people think any further legislation necessary? If so, the people should make known their demand for same. The people should see to it that this resolution is not allowed to slumber and die where it is through lack of interest on the part of those most directly affected by its intent. If the people demand no change, the conclusion that they are content with what is, is a reasonable one at which to arrive. If the workmen are not the people, who are the people?

A PENSION FOR DISABLED EMPLOYES.

A bill was introduced in the New York legislature a few days since, under the title of the "Railroad Employees Pension Bill," which contains many features well worthy of consideration by the railroad men of the country. According to its author, Representative Bondy, the purpose of this measure is to render it impossible for the companies to discharge a crippled employe without making other amends for his injury than he can secure at the end of a long and expensive law suit. We have not seen the full text of the bill, but according to the synopsis given by papers of

that state, it will compel a company, in case of the partial or total disability of an employe, to pay a pension of half pay during such disability, or if total, to either continue the pension or give the injured man a position on the road that he is capable of filling, with full pay. In case death results from his injury, the same pension of half pay is to go to the widow, minor children or dependent parents of the deceased. The employe is not compelled to accept this remedy, but may have recourse to a suit for damages under the old law, at his option. On the

other hand, the law will not be operative against a corporation until a majority of the employees of that corporation have signified their willingness to adopt it, though they may revoke their adoption by the same vote. The funds necessary for the payment of this pension are to be obtained by levying an amount equal to one per cent of all the dividends of the corporation, or, if there are no dividends, of the gross earnings. If these are found to be insufficient, a levy may be made on the pay of each employe, not exceeding one-half per cent per year. In order to prevent the directors of corporations from paying themselves back in salaries, the full amount of each year's levy, and thereby throwing the support of the fund upon the wages of their employes, the bill provides that the directors shall not receive extra salary for the work of making these assessments, nor shall they be permitted to hire assistance in so doing. It would be obviously impossible to criticize this measure

intelligently without having its full text for reference, but so far as we have seen, it seems to be much the same in effect as the one presented in Congress, by Mr. Call, of Florida. While there is nothing more than justice in the thought of pensioning disabled railroad employes, or, in case of death, in continuing the pension to their widows or dependents, yet it is the part of wisdom to accept the facts as they exist, and according to every indication it would be impossible for any such measure to stand the constitutional test as applied by our courts at the present time. There is a growing feeling, however, that the constitution has become no more than a safeguard for property rights, and that the higher rights of manhood are unknown to it under modern construction. All this presages a change, and it is doubtless safe to say that it is now but a question of time until it will be impossible for the corporations to further intrude that aged and somewhat frayed document between men and their inalienable rights.

The year 1897 will be the semi-centennial of Texas, and all those sister states and territories added to the Union by the treaty of Guadalupe Hidalgo, and it is proposed to commemorate the occasion by the holding of an exposition in the city of Dallas. The Commercial Club of that city took the initiative in that direction by calling a delegate convention representing all portions of their state, which met with them on the 25th of February last. The occasion will be one of great interest to all the nation, as well as to the people of the Lone Star state, and all will feel that its fitting celebration could not be left in better hands than the enterprising dwellers in Dallas and in the state at large.

There seems to be no difference of opinion among those who have given the subject thought, as to the ability of the street railway companies of the country to carry on their lines with profit at a very considerable reduction in the present rate of fare. The tendency in all the older countries is decidedly in this direction, and the statistics there prove that the change is not only of decided benefit to the poorer classes, but to the companies as well. It has been shown that the reduction invariably brings about such an increase in patronage as to more than make up the difference in the fare, and there seems to be no thought among those who have given the lower rate a trial, of returning to the old system. The subject is being agitated in a number of our larger cities, and present indications seem to promise cheaper

rides for the working people as one of the many needed reforms nearest at hand.

It will be remembered that the American Federation of Labor, during its recent national convention, determined to take up the fight for an eight hour work day sometime this coming summer, and that the trade seemingly best equipped would be selected to bear the brunt of the fray. Current rumor among the members of the Federation points to the selection of the metal trades for this arduous and responsible duty, and, so far as opinion has been expressed, the choice seems to be regarded as a wise one. The trades in question are said to number nearly 200,000 members, among them being the iron and steel workers with 60,000; the iron moulders with 41,000; iron ship-builders, 10,500; machinists, 10,000, and the brass workers, 2,000. They are not only strong in numbers, but their devotion to the cause of tradesunionism has been proven on more than one occasion; their work is heavy and trying upon the health, giving their demand for shorter hours especial force; and their thorough organization offers assurance of complete ultimate success for whatever they may undertake. Of course, nothing definite can be known regarding this matter until the officials of the Federation announce their choice, but the reception given this rumor cannot but be pleasing to the metal workers.

The burning of a factory at Troy, N Y., adds another to the already too long list of similar horrors

within the past few months. It was but another sacrifice of the lives of helpless women and children to the greed of their employers, and for it there can be no possible excuse. Had suitable escapes been provided for the building in which they were employed, there would have been ample time for the escape of every employe without injury. Rather than expend the few dollars necessary for the provision of such escapes, the proprietors preferred placing the lives of hundreds of women and children in daily peril. The result was no more than might have been expected, and the worst feature is, that there are still hundreds of similar buildings throughout the country equally as dangerous as the one under consideration. It would seem that enough lives have already been lost in this way, and that the general public would finally become sufficiently aroused to secure some adequate measure of protection in all such cases. The question should be agitated and the agitation continued until there is not a factory building in the land unprovided with ample safe guards against all such dangers, and under constant and competent inspection by state officials, fully empowered to enforce their findings.

Every friend of labor should keep constantly in mind the indisputable fact that it is not through one organization alone, but through the influence of all combined, that labor will at last receive its rights. The best thought and effort of each member should be given to his own union, but after that he should neglect no opportunity to assist his brothers in the work of upbuilding their respective organizations. The most direct way in which to accomplish this is to remember the label and its later development, the circle check. If you are not situated so as to be able to do anything in this line you can at least impress upon your friends among the merchants the need for them to be in line with the more advanced thought in such matters, and the advantages that will accrue to them from taking an early stand with the workingmen and in support of their interests. It is not absolutely necessary for a man to be a mem-

ber of a union to do good work in this direction; all it needs is for him to have the good of his fellow men at heart and be willing to do something for the general advancement, but the duty rests especially upon the members of the various organizations, and they should not fail in its performance. Go out of your way to talk in favor of the label, even though your own particular body may put forth no product on which it may be used, and rest assured that all the seed thus sown will return an abundant harvest for you along with the rest of the forces of labor.

The plan of furnishing aid for the worthy poor inaugurated by Mayor Pingree, of Detroit, in 1894, has now been on trial for two seasons and the reports made by its managing officers show a most encouraging measure of success. His idea was to avoid fostering pauperism by indiscriminate giving and to place the means of self-support within the reach of those who were willing but unable to obtain work. In this he was generously backed by the wealthy of Detroit and the use of a large tract of land was donated together with the funds necessary for supplying the seed and tools with which to cultivate it. It was then subdivided into small tracts which were given out to the heads of needy families with the assurance that all they could raise would belong to them. This was repeated last year with the result that something like \$30,000 worth of crops were raised at an expenditure of only \$5,000. By this time the plan had been adopted by a number of the larger cities and in all of them the most excellent results were obtained. These results seem to have demonstrated not only that the plan is a success financially, but that it gives help to those who are classed as the worthy poor, those who would shrink from anything which bore the impress of charity, but are more than willing to take advantage of any opportunity for self-support. The idea underlying this plan is the right one and it is to be hoped that it will spread until there is an opportunity ready for every man in all this broad land who is willing to labor for the support of himself and family.

COMMENT.

The following is an excerpt from a financial article discussing the latest bond issue: "The banks, particularly eastern banks, are preparing for a stringency by calling in loans. The New York bank statements show a shrinkage of nearly \$42,000,000 in loans since December 21, when the apprehension of a stringency began, while on

January 25 the banks of the metropolis were \$37,678,500 above their legal reserve. The shrinkage in loans December 28 was \$11,000,000; January 4, it was \$12,885,800; January 11, \$7,732,300; January 18, \$4,250,200; January 25, \$6,098,300. This is not a voluntary discharge of obligations by the borrowers, but a forced contraction by the

lenders, to the detriment of general business. Money will be tight until the new bond issue is disposed of. It is hoped they will go like hot cakes after February 5, and that business will resume its normal condition."

* * *

There is a complete epitome of the evil in our financial system, and a very frank expose of the iniquitous conditions governing the workingmen's chances for employment. The banks have power to contract or expand the currency at will; they have almost absolute control of the medium with which men must do business and pay wages. Let the banks contract the currency, by refusing to make ordinary loans for business purposes, and business must stop, throwing numberless wage earners into idleness. Is it not an absurd condition of affairs that the stability of our vast business system should be dependent on the mere whims of a small class, whose only reason for being is that they may exact their tribute of interest for the use of the medium with which business exchanges are transacted? Does it not argue a low grade of intelligence in business men when they permit their prosperity to be the sport of a class of persons who have no direct interest in business whatever? And the wage earners! They must stand idle until the banks get ready to extend to would-be employers the ordinary facilities for doing business! It is scarcely possible to conceive of a more absurd situation. Look at this bond deal. Here is pie for the bankers. Here is a favorite speculation for them. And in order that they may be able to speculate in government bonds the entire business of the country must remain depressed, and countless workers must stand idle! They cannot spare the currency which is needed for the transaction of business whilst they are attending to their bond deal. And yet both business men and workers submit to this sort of thing as if it were a matter of course; as if there were no remedy for the ills which environ them, no release from the power of the banks. I marvel at the dense stupidity of the entire business community.

* * *

The character of these bond issues is indicated by the stories which are going the rounds of the press concerning incidents connected with this last issue. It was a "popular" (sic) loan. How the great American public does love to roll that word under its tongue! The brand "popular," is sufficient to give currency and respectability to almost any iniquity under the sun. Many stories are being told of the fortunes made by impecunious individuals who put in bids for these bonds,

merely on the chance of disposing of their option at a profit, should their bids be accepted. One shrewd messenger boy in Wall street is said to have been awarded bonds to the amount of one hundred and fifty thousand dollars, and to have disposed of his option at an advance of six thousand dollars above the price bid, thus making six thousand dollars from an investment of only the two cent stamp necessary to carry his bid to Washington. Although these stories should probably be accepted with a grain of salt, they are founded on real possibilities, and disclose the true nature of this entire bond business. These petty deals by which irresponsible bidders are said to have realized small fortunes, differ none in principle from the actual operations of the big syndicate which secured the whole of the previous issue, and the majority of the present one. The Morgan syndicate disposes of the bonds which may be awarded to it, to bankers and other investors, at an advance on the price paid the government for the bonds. That is what the syndicate is organized for—to make a profit by speculating on the price of bonds. It thus differs none in its motives from these impecunious individuals who are said to have realized small fortunes by disposing of options. The syndicate gambled on a certainty, the small fry speculators on an uncertainty. That is all the difference there is between them. And the "popular" feature of this "popular loan" consists solely in this: The small fry gamblers were given a show to do a little speculating at the expense of the people, instead of turning the business over to the syndicate as a special privilege. The alacrity with which the vultures, both great and small, pounced upon the carrion which the government spread before them, moves the great Depew to praise God for this evidence of his country's greatness, and the rock-rooted stability of our government's financial credit! Burlesque could go no further.

* * *

And while the government is being plundered by this gang of bond gamblers—though it must be admitted that the government is altogether to blame for placing itself in a position to be plundered—the federal judiciary continues its work of sapping away its foundations. On January 27 the notorious Judge Ricks drove another nail into the coffin of civil liberty in the United States, by his decision in the case of Shaver versus the Pennsylvania Company. Shaver was a switchman in the employ of the Pennsylvania Company in Toledo, and he lost a leg through the negligence of the company. Shaver was a member of the company's voluntary (?) relief department, and as-

cepted benefits from thence during the time he was laid up on account of his injury. He afterwards sued the company for damages for the loss of his leg. The company set up a defense, as appears in its answer to Shaver's declaration, as follows: "Said plaintiff expressly agreed that the acceptance by him of benefits from the said relief fund for injury or death, should operate as a release of all claims for damages against said defendant, the Pennsylvania Company, arising from such injury or death, which could be made by or through the plaintiff; and the said plaintiff thereby expressly stipulated that he or his legal representatives would execute such further instrument as might be necessary formally to release and discharge the said defendant from any and all liability growing out of injuries so received by him while a member of said relief fund * * * And the defendant says that by virtue of the agreement aforesaid, and the acceptance by the plaintiff of the benefits from said relief fund on account of his said injuries, the said defendant thereupon became discharged from any and all liability to the plaintiff on account of said injuries." The plaintiff filed the following brief, demurring to this answer:

In the Circuit Court of the United States, Northern District of Ohio, Western Division.

BRIEF:

What the plaintiff received from the relief department was only that for which he had paid from time to time from his monthly earnings.

He paid \$3.15 per month for an insurance of only \$45 per month in case he was disabled.

The consideration mentioned the amounts paid and to be paid by the company for the maintenance of the relief department is only a pretense. The railroad company is seldom or never called upon for a contribution. The rate paid by the employees is so high that the relief department is bound to be self-sustaining.

The rule which requires the employer to respond in damages to his servants for his negligence is sound and wholesome, and ought not to be set aside on any pretense of waiver on the part of the party injured from doing something which he has a clear right to do.

Plaintiff has paid for the benefits he received from the relief department, and had paid a very large amount as premiums of insurance for those benefits. On what principle of law or equity should he be required to renounce them?

The railroad is prohibited by statute from making such a contract. It is void ab initio. Ohio laws, vol. 87, p. 150.

Having paid his premiums plaintiff is entitled to the benefits of his insurance, and the acceptance and retention of these benefits is no bar to plaintiff's action.—*Miller vs. C., B. & Q. R. R.*, 65 Fed. Rep., 305.

The case cited in this demurrer, *Miller vs. C., B. & Q. R. R.*, was decided by Judge Hallett, of Denver, and identically the same questions of law were involved in it as are involved in the Shaver case. The plaintiff, Miller, sued for damages on account of injuries received by reason of the company's negligence, while he was employed as fireman. The company set up the defense that the plaintiff was not entitled to damages because of his membership in the Burlington voluntary relief association, and his execution of a contract agreeing to release the company from all lia-

bility on account of injury or death received while in its service, in consideration of the benefits received from such association. Judge Hallett held that the benefits which the plaintiff had received were only what he had paid for. He very pertinently said; "Having paid for the benefits, upon what principle can he be required to renounce them?" The contract releasing the company from liability was held to be invalid. In summing up, Judge Hallett said:

It was long ago wisely held that an employer cannot relieve him-self from responsibility for his negligent acts by any provision in the contract of employment, and so it has come to pass that the company could not make the receipt of wages a waiver of this sort of action. No more can it be said that payment or receipt of benefits under a contract of insurance, such as is alleged in the answer, should bar the plaintiff's action. I am amazed to find that in several courts of unquestioned dignity and authority the defense here made has been fully sustained. *Clement vs. Railway Co.* (1894), App. Cas. 482; *Johnson vs. Railway Co.* (Penn. Sup.) 29 Atl., 854; *Leas vs. Pennsylvania Co.* (Ind. App.) 27 N. E. 423. I can only say that I agree with none of them. The reason of the thing stands altogether on the other side. The demurrer to the third answer will be sustained.

Now, see the way in which Judge Ricks treats the case of Shaver, where identically the same questions are involved.

The plaintiff has demurred to this answer. He contends, first, that the contract set up in the answer is invalid; and, next, that it is in violation of an act of the legislature of Ohio, passed in 1890, in 87th Ohio laws, page 149.

There were two questions to be determined upon, the demurrer thus interposed. The first question is, whether this contract between the plaintiff and the defendant is a valid one.

It will be observed by the averments of the answer that IT IS PURELY A VOLUNTARY CONTRACT on the part of the plaintiff and other persons in the employment of the defendant company, who join such relief association. THE BENEFITS TO BE DERIVED ARE FAIRLY PROPORTIONATE TO THE DUES PAID, the applicant or employee can at any time withdraw from the association; and, if any accident occurs through the negligence of the defendant, an employee has the right to either accept the benefits which accrue to him by reason of the relief association regulations, or he has the right reserved to bring an action against the defendant for negligence. BUT HE CANNOT DO BOTH, and the REGULATIONS of the relief association therefore provide that when an employee who is injured brings a suit to recover damages for such injury, he is held thereby to have WAIVED HIS RIGHT to receive benefits from the relief fund.

I see no reason why this contract should be declared invalid. By it employees of the railroad are afforded protection by a species of insurance. This sort of protection is NOT AVAILABLE TO THEM IN ORDINARY INSURANCE COMPANIES, except at such high cost as to make it substantially unobtainable. Members sick or injured are entitled to benefits regardless of what causes their temporary disabilities. Now, if employees desire to enjoy the benefits of such contracts they should have the right to make them. They are capable of deciding for themselves whether they want to contract for such protection. It is not within the powers of a legislature to assume that this class of men need paternal legislation, and that therefore they will protect them by depriving them of the power to contract as other men may. Contracts of similar nature have been before the courts of last resort of several of the states, and have been declared to be valid, and not against public policy or against the rights or interests of the employees who voluntarily join such associations. * * *

Article 2, of the northwest territorial government, 1787, provides as follows.

"In the just preservation of rights and property, it is understood and declared that no law ought ever to be made or have force in said territory that shall in any manner interfere with or affect private contracts or engagements bona fide without fraud, previously made."

This extract from the ordinance of 1787 shows how

jealously the right of personal liberty in the making of private contracts was regarded, and how carefully any restriction of said right was restrained.

The act under consideration is clearly one which impairs the rights of a large number of the citizens of Ohio to exercise a privilege which is dear to all persons, namely, that of making contracts concerning their labor and the fruits thereof. The act seems to assume that a large class of the citizens of the state, namely, those employed by railroad corporations, are incapable of making contracts for their own labor.

As heretofore stated, this contract shows on its face, not only that no unfair advantage is taken of these employees, but that the contract in its broadest and fullest sense is a beneficial one, intended for their protection and assistance. If, in some cases, it proves unsatisfactory to the employee insured, that is in itself no evidence that the contract is of an unconscionable nature, or unfair in its provisions. Neither is it a sufficient pretext to assume that all such contracts need the supervision of the legislative body, or that so large a class of citizens should be restricted in their right of personal liberty. * * *

"In the federal constitution, it will be noted that the right of life, liberty and property are grouped together in the same sentence; they constitute a trinity of rights, and each, as opposed to any unlawful deprivation thereof, is of equal constitutional importance. * * * These terms, 'life,' 'liberty,' and 'property,' are representative terms, and cover every right to which a member of the body politic is entitled under the law. Within their comprehensive scope are embraced the right of self-defense, freedom, exemption from arbitrary arrests, the right to buy and sell as others may—all are liberties, personal, civil and political—in short, all that makes life worth living; and of none of these liberties can any one be deprived, except by due process of law."

The court then further holds that to deny a citizen the right to make free and valid contracts for his labor, is to deprive him of "liberty without due process of law," and that any statute which undertakes to make such an act, otherwise innocent and lawful, a criminal offense, constitutes legislative judgment," without trial or sentence, and that any such legislation is unconstitutional and void.

The court further finds the statute there under consid-

eration unconstitutional, because it is class legislation—because it is a statute which undertakes to regulate the rights and conduct of one class of citizens, without reference to all other classes. * * *

Laws must not only be uniform in their application throughout the territory over which the legislative jurisdiction extends, but they must apply to all classes of citizens alike. There cannot be one law for employees in factories, and another law for employees on a farm or the highways. Class legislation is dangerous. Statutes intended to favor one class often become oppressive, tyrannical and proscriptive to other classes never intended to be affected thereby; so that the framers of our constitution, learning from experience, wisely provided that laws should be general in their nature, and uniform throughout the state.

For the reasons stated, I am of the opinion: first, that the contract set out in the defendant's answer is a valid contract; and, second, that the act of the legislature of Ohio, which declared it to be void and invalid, is unconstitutional.

The demurrer to the answer is therefore overruled.

Thus does this "just judge" override all principles of equity, and perpetuate injustice in the sacred name of constitutional liberty! This decision is a highly important one in its bearing on the rights of railway employees. Through the efforts of Shaver's attorneys the case is to go to the U. S. Supreme Court, and employees would do well to watch its course in that tribunal. If the infamous decree of Judge Ricks is there sustained the result will be practical slavery for the railway employees of America, and the effort to secure state laws to curb corporate rapacity along these lines may as well be abandoned entirely. "B."

BORROWED OPINION.

If labor keeps up the thinking which prevails in its ranks at present, organized labor will increase in influence two-fold before 1897.—*Railroad Telegrapher*.

When the true status of labor as a factor in industrial production is fully recognized by law and custom, and its right to share in the profits of joint production according to its contribution thereto is assured, labor organizations may be safely abandoned. But under existing conditions, the power which comes through organization is absolutely necessary to prevent the reduction of large classes of wage workers to the condition of industrial serfdom.—*Des Moines, Iowa, News*.

But with the arrival of better times, the lesson of organization which financial and industrial depression has taught the great mass of toilers in our country, will also be broadened and enlarged. It will force itself upon a man who has never adhered very strongly to the union side of workmanship, and he will feel the necessity of doing something to better his condition. After looking about him, he will find that the trade union holds the most advantageous propositions for him to consider. If he is wise, he will enter with out much ado. There will be a great many entering the rank and file, and others who are in their tracks to step in when they take a step forward. Workmen, show your foresight, your prudence, your

good sense, by joining the union which your trade supports. Men of Louisville, take advantage of what not only opportunity offers, but what your duty to yourself demands. Become a unionist and an organizer.—*New Era*.

To have shortened the hours of labor during the industrial depression so that all could have been employed, even if they had to be shortened to four a day, would have curtailed the duration of the industrial depression, which has now lasted two and one-half years, to not more than six months' duration. Without going into the economic influences that bring about industrial stagnation, we will say that one cause of their prolongation is the fact that the people who are out of work cease to consume. This brings on a general stoppage in all lines. If, however, all were allowed to work even if for only a few hours a day they will still consume just in proportion to their earning capacity. This would have kept the wheels of industry turning, first at a slow pace but never stopping, and gradually increasing in speed until the usual pace was again reached, which under this plan would have been earlier by at least two years than it will be under the present go-as-you-please plan. It is possible that under a plan that would shorten the hours of labor until all were employed the duration of the depression would have been so short as to pass without notice.—*Bakers' Journal*.



Editor Railway Conductor:

Wednesday afternoon, January 8, 1896, the members of White City Division No. 100, L. A. to O. R. C., held their regular meeting, with a large attendance. We were only nicely started when our Guard (Sister Danforth,) informed us that there was some one in the ante room that wished for admittance, but they were without the password, and from the cut of their clothes she was of the opinion that they were not entitled to it, but upon a motion being made and seconded, it was decided to do away with this form for once and allow them to enter. They proved to be Brothers Hite, Evans, Webb and Crumley. Brother Hite advanced to the altar, and in a nice little speech, said he was present to represent Division No. 1, and to present to us a fine Bible, and he trusted we would follow its teachings. The Bible truly is a handsome one, and has our Division's name and number embossed in gold on the back. Brother C. H. Evans, of No. 1, presented us with black walnut gavels, and we know he would never regret doing so if he could see Sister Sewell and Sister Hite wield them. Brother Cruely, Secretary of No. 41, gave us one of the finest ballot boxes to be had. Brother Cruely knows what nice ladies conductors have for wives, so was careful to select one with only a few black balls, knowing we would not need many Divisions No. 41 and No. 295 sent us checks for a nice sum of money. I think the above will show how we have been received by the different O. R. C Divisions here. The ladies take this opportunity to thank the Brothers and the Divisions for their many tokens of friendship, and we can assure them that they will never have cause to regret that we exist as a Division.

Wednesday afternoon, January 22, 1896, we held a meeting. The obligation was given to four ladies coming in as charter members. They were Mrs. C. H. Warren, Mrs. C. H. Wilkins, Chicago, Ill.; Mrs. Van Meter, Joliet, Ill., and Mrs. Kimball, Kankakee, Ill. The Division was organized in Chicago November 21, 1895, and closed its charter January 22, 1896, with forty-nine mem-

bers. We were pleased to have Mrs. Wm. Kacy (President of Erie Division No. 16) with us at our meeting. Sister Kacy was also with us when we organized. We were also pleased to meet Mrs. Garr, Mrs. Creamer and Mrs. Drake, from Huntington, Ind., and Mrs. Partridge (President of Division No. 66,) and Mrs. King, of Bloomington, Ill., and hope these good Sisters will come often.

We were sorry to hear of so much sickness among our Sisters and their families, but pleased that all the Sisters were able to be present with the exception of Sister Huntington. Sister, it is well enough to have la grippe, but please manage next time to loosen your grip on Division day, for we miss you when you're gone.

In the evening we gave a reception to all members of Divisions Nos. 41 and 293 and their wives, which was very well attended, considering the very disagreeable night. The evening was passed in dancing and card playing and having a jolly good time. After refreshments were served, Brothers Hite, Warren and Cruely made some very interesting remarks and gave the ladies some good advice. But a certain Sister told me to give Brother Cruely a fair warning that if by any unlucky move he loses his job, and concludes to run a huckster's wagon, she will hoodoo him—no eggs will she buy of him—he's too good a counter (for himself,) and then she has any amount of influence in Division No. 100, L. A. to O. R. C. Mr. Tousley, editor of the *Eye*, made a few nice remarks that were very acceptable. Dancing was resumed, and if any of you want a caller, just call on Brother Jackson of No. 1. He is a dancer, and has the art of calling down fine. Every one went home praising the ladies and feeling better for having such a jolly good time. Much credit is due Sister Bennett and those that assisted her with the refreshments.

We were sorry to hear our President, Mrs. Sewell, received a very severe fall while returning to her home from the hall, but equally as pleased to state she had about recovered at last reports.

Now a word about our insurance agent. Sister Cameron has this office, and the only way not to

insure is to keep so far away that she cannot talk to you, otherwise you are insured. She acts just like she had been writing up insurance all her life, and no doubt you have all been told by your husbands that he just had to insure to get rid of the agent, and you turned up your nose just to show him that you did not believe a word of it. But it is different now. You can go home and tell him you met Sister Cameron and you just had to take out a policy, or you could never get home in time to prepare his supper, and if he is a good husband he will just keep still and never say a word of what he thinks.

Chicago, Ill.

MRS. E. M. DEE.

Editor Railway Conductor:

We have not been idle, notwithstanding you have not heard from us since Mrs. Moore made mention of her visit to Parsons, and of our organization.

We have a good attendance at our meetings, and our members are earnest for the good of the Order—all working in harmony, keeping in view the obligations they have assumed.

On the 19th of December the Ladies presented the O. R. C.'s with a handsome Bible, and their President, Mrs. Maynard, with a silver tea set. For once, the Sisters kept well a secret, and the surprise was complete. With presentation speeches and with responses, banquet, etc., the evening passed pleasantly till a late hour.

January 2d, Sunflower Division installed their officers for the ensuing year, and the O. R. C.'s installed at the same time and place, thereby giving the ladies the benefit of their wit, wisdom and speeches. This was followed by a feast of good things, all of which was highly appreciated. February 4th, the regular time of meeting, we were much surprised to see in the room a nice combination desk. It was a mystery where it came from and to whom it belonged, and as we were in need of an article of this kind, we could but wish in our hearts that the beauty was ours. The suspense was of short duration. An alarm at the door was followed by a committee of Brothers to express their appreciation for their surprise gift and to return the compliment by presenting the ladies this lovely, useful desk, with the kind information that to one drawer there were two keys, one of which they should keep and use. The Bible is to be kept in this drawer, and this made the joy double.

By some mysterious way a bountiful cake had found a place in the rear of the room, and this, with the help of crackers, cheese, etc., furnished lunch, and a short time was spent in their enjoyment. The meeting was then resumed.

All are now delighted with an intended visit to Denison, Texas. Turner Division has kindly invited us to visit them on the 25th. We are anticipating a grand time, and you will hear of this visit at a later date.

MRS. A. O. BROWN.

Parsons, Kan.

Editor Railway Conductor:

Owing to a slight misunderstanding, there has as yet been no communication from Angel City Division 84. In future I will endeavor, as correspondent, not to be remiss in that particular. Our Division is one that can be justly represented in the most glowing colors, both as regards its rapid growth and the harmony which exists among its members.

Though only nine months in existence, our membership numbers twenty-eight, while good fellowship and unflagging energy characterize our meetings.

Soon after organizing, the Angel of Death entered our ranks and removed our dear and worthy Sister, Leah Hartell. While our hearts were saddened by this breaking of the newly formed tie, so sweetly and resignedly did our Sister go to sleep, that we felt she was only transported to that home where, by and by, the circle will be linked together again.

We realize there is a great work before us between now and May, 1897, when the Grand convention will meet in our beautiful city. We must see to it that we do not fall behind fair Atlanta in point of cordial greeting and boundless hospitality.

Two socials have been given by our Division, both well attended. Such gatherings are not only gratifying that they increase our treasury fund, but they promote a social, friendly feeling among railroad men and their families.

The new year gives promise of being a prosperous one.

MRS. E. T. HAGGIN.

Los Angeles, Cal.

Editor Railway Conductor:

On the 19th of last December, six of our members accepted an invitation from Detroit Division No. 44. They were royally entertained and thoroughly enjoyed the day in spite of the rain. We hope to have the ladies of 44 with us for the day some time in the near future, when we will endeavor to return their hospitality.

If any of our members wonder why I have not done my duty as correspondent better, I will explain by saying that it is simply because they do not turn out so I can say we had a good attendance and an enjoyable meeting to-day. When we have only just enough for a quorum, and some-

times not enough for that, is it any wonder that the faithful few who are always on hand, feel depressed, and your correspondent, who does not want to be always complaining, feels disinclined to write? Then we occasionally meet a Sister who gives sickness as her excuse for not attending, and complains because none of the members have been to see her. She forgets that if she had been constant in attendance she would have been missed at the first meeting, inquiry would at once have been made, the reason learned and there would then have been no reason for this complaint. Some say they have lost interest and think the work amounts to nothing anyway, while still others do not like the Division because a few of the members do not think as they do. I hold that everyone should be allowed to think as she pleases, and the fact that my opinions differ, should not stand between us in any way. This is a matter upon which I feel deeply, and I do so long for the day when we can put aside all petty differences and work together for the common good.

Port Huron, Mich.

LOUISE.

Editor Railway Conductor:

It has been so long since we have seen anything in THE CONDUCTOR from our Division that a few words from me, I think, will not be unwelcome, as our correspondent seems to have quit or gone on a strike. I have not been elected or appointed to correspond, but am determined that the readers of THE CONDUCTOR shall at least know there is such a Division as 53, and how and what they are doing.

I am an earnest reader of THE CONDUCTOR, and read so many interesting letters in the Ladies' Department; how their Divisions are enjoying such harmony and prosperity, I ask, why is it there is so much indifference and so little interest manifested in ours, the Green Mountain Division, so closely connected with Division 24 of the Order? I was not able, on account of home cares, to attend the meetings very often last year, but through great perseverance, so far this year, I have not been absent once, thinking I would learn some of the new work and the "O, Why," degree I read about being so nice and interesting. As usual, we are on the sidetrack, where we will probably stay until spring. We have never learned anything about the new work, not so much as the password, and since the last meeting I feel convinced that the kicking element that so often appears must be the "O Why," degree.

I am sorry to note that, on account of illness, our peacemaker, Sister Stewart, was absent. Had she been there, things would have been straightened. I often wonder why they don't think of the

obligation not to traduce the name of any Sister. That means just what it says. Look out for those who are ever ready, without the slightest shadow of evidence, to assail the reputation of others, and you will invariably find that such persons measure others by their own standard.

I will say a word in behalf of Division 24, of which my husband is a member. We think a better class of men never appeared in a Division room. Our Auxiliary feel indebted to them for their many kind favors shown us, and we all join in wishing them prosperity and good luck.

St. Albans, Vt.

M.

Editor Railway Conductor:

It seems to me that the Division took an unfair advantage of my absence at the last election when, not being present to defend myself, I was chosen to fill the responsible position of correspondent. Just about that time I was called upon to pass through quite a trial, my son having lost three of the fingers from his right hand while working in the yards. However, I feel that there is everything to be thankful for, since it was no worse.

Like most of the other Divisions, we had our installation in company with our Brothers of the O. R. C. The ceremonies were followed by a banquet, which consisted of turkey with the usual accompaniments, and all the fruits of the season. It was an enjoyable affair, but I for one, think once a year sufficient for such enjoyment, especially when the thermometer is 30 degrees below zero and it requires a mile walk to get to the hall.

A short time since we gave a lemon squeeze at the home of Sister Glover, which fully realized all our expectations. All those attending were requested to carry a lemon and a penny for each seed it contained. A prize was offered for the lemon containing the greatest number of seeds, and a booby prize for the one having the least. The contest thus brought about was productive of much interest and no little amusement for all who participated.

The new work has already gained much favor with our members, and is unquestionably adding to the interest taken in our meetings.

Oneonta, N. Y.

CORRESPONDENT.

Editor Railway Conductor:

The first event of interest I have to record is a most enjoyable evening, given by Sister McMahon. The evening passed most pleasantly, progressive euchre being interspersed with piano and violin solos, most artistically rendered by the son and daughter of our hospitable hostess. The euchre prize on the part of ladies, was won by

Mrs. Gallinger, that of the gentlemen being successfully carried off by Mr. Harvey Hall, of Division 345.

Another most pleasant occasion was an evening spent at the home of Sister Campbell, whose husband and brother, Mr. Wm. Hassard, are popular conductors on the Canadian Pacific railway, and energetic members of Division 345. Invitations had been sent out to the Ladies' Auxiliary of the Locomotive Engineers and Trainmen, and a large gathering of railroad men with their wives and sweethearts was the gratifying result. The pleasant hours passed rapidly, music and recitations, with the flow of bright conversation being kept up until a late hour. After refreshments had been served, the guests departed, all feeling they were indebted to Mr. and Mrs. Campbell and Mr. Hassard for a most enjoyable evening.

We were all delighted to know that Mr. C. Stuart, one of the oldest and most popular conductors on the Grand Trunk railway, has been elected C. C. of Division 17 and Mr. M. W. Hassard C. C. of Division 345. It is whispered that this latter genial gentleman, has lately been photographed, and though only the favored few have so far seen the result, yet numberless other admirers are waiting to be similarly favored. (Of course he is a bachelor.)

The greatest event that I have to chronicle, in the way of pleasant evenings, is our valentine social, which took place on the 14th inst., and was financially and otherwise, a most gratifying success. The entertainment consisted of a musical and literary program, every number being in itself a treat. Afterwards, "divided valentines" were distributed and much merriment ensued as the swain went from lady to lady, looking for the "corresponding halves" whom, when found, they had the pleasure of escorting to supper. The chair on this occasion, was taken by our President, Mrs. Smith, who discharged her duties in a most capable and pleasing manner. "May we meet again under similar auspices, and that before long," was the general expression of all present.

It is with sincere sorrow that I have to record the death of Mr. S. A. Thompson, a charter member of Division 17, whose widow is a much respected member of our Auxiliary. The regret felt at the sudden demise of Mr. Thompson was shown by the resolution of condolence passed and forwarded by the Auxiliary to Mrs. Thompson, who has sustained the loss of a devoted husband, and Division 17 one of its oldest and most useful members.

A. E. GALLINGER.

Toronto, Canada.

Editor Railway Conductor:

Although we are still small in numbers, we are by no means idle, and feel that we have reason to be satisfied with what we have accomplished during the past year. We will have one new member to initiate at our next meeting, and hope this will prove to be but the forerunner of many more who will join with us in the good work. The new work is proving very popular with our members, and we are to try it at the next initiation. The committee certainly deserves great credit for the care they have taken and the ability they have shown in compiling it.

Our sympathy is with Sister Wellman in the serious illness of her little boy, and we hope he may be spared to her.

The last social essay of the Division was in the way of a "packaway party," which was given at the home of Sister Pennington. It was a pleasant affair, and, in addition, netted us quite a sum to send to the "Home." We spent a pleasant evening recently with Brother and Sister Shashaw, the occasion being the anniversary of their wedding. The Division presented them with an elegant marble clock, with best wishes for many more equally happy anniversaries. It is my hope that we may be able to live closer to our motto, Charity and True Friendship, this year, that we may guard our actions and talk and do our full share of those kind deeds which form the fundamental purpose of our organization. Visiting Sisters may always feel assured of a cordial welcome from the members of Delaware Division.

Philadelphia, Pa.

Mrs. W. SCOTT.

Editor Railway Conductor:

Stanton Division No. 103, L. A. to O. R. C., was organized by Grand President Sister Moore, on February 12, 1896, at Indianapolis, Ind., with twenty-eight charter members. The following officers were elected and installed for the year of 1896: President, Mrs. S. G. Stanton; Vice President, Mrs. T. W. Love; Sec. and Treas., Mrs. W. A. Howard; Sen. S., Mrs. C. S. Moorman; Jun. S., Mrs. Jesse Sliger; Guard, Mrs. Thomas Splann; Executive Committee, Mrs. Theo Bennett, J. R. Hayes and H. E. Smith; sub-agent of insurance, Mrs. J. H. McClintock.

Our Division was named Stanton, in honor of our worthy President, for it was through her untiring efforts and earnest labors, that the organization was brought about. Indianapolis has long been in need of an Auxiliary. I am highly pleased to have the honor of being one of the many charter members, and predict for Stanton Division a bright and prosperous future. Before the close

of the present year, we expect to have several members added to our list, for the ladies of the old Hoosier state are noted for their vim and energies, and besides, all the Brothers have become deeply interested in the Auxiliary, and have pledged their assistance in our undertaking.

Sister Moore was highly pleased to see how readily each officer took hold of their respective parts.

Sister Moore was the guest of Sister T. W. Love while in the city. We hope she will visit us again soon, as we feel deeply in love with her.
Indianapolis, Ind. MRS. O. KIDD.

Editor Railway Conductor:

Since Crescent Division was chartered it has had a steady growth with no withdrawals, and is now in a healthy and prosperous condition. The members have a full realization of their duties, and have at all times striven to discharge them. These efforts have not only been crowned with success, but we have been drawn closer together and the ties of friendship have been strengthened thereby.

Our Division has been a factor socially, during the past year, and this we regard as by no means the least of our successes. One of the most pleasurable of these events was the surprise given in honor of Sister Welch. When she decided upon moving to Council Bluffs, we felt that it was our duty to make the separation as pleasant as such an occasion could be. Accordingly we went in a body to her home and burst in upon her without a word of warning. We found her in the midst of preparations for the moving, but soon had possession of the home, with Sister Welch and her worthy husband as the guests of the Division. In addition to the social features of the occasion, we presented the Sister with a souvenir spoon as a lasting token of our appreciation of her services to the Division, and of our personal loss in her departure.

The event of the season, however, was the celebration of the anniversary of the chartering of our Division, which occurred on the 11th of last January. On this occasion we were invited to the hospitable home of our new President, Sister McMillan, where we were entertained with music, recitations and games, after which a sumptuous repast was served. It was not until a late hour that we separated, feeling that the reputation of Mr. and Mrs. McMillan as pleasant entertainers had been justly won.

Now that we are rightly started upon the new year some good results may be expected from this Division before its close.

Perry, Iowa.

MRS. JERRY COAKLEY.

Editor Railway Conductor:

Monumental Division, L. A. to O. R. C., held its first social at the home of Brother and Sister Scheiswohl on the evening of February 13, which was enjoyed by all present. Musical numbers were rendered by the Scheiswohl Quartet, Sister M. J. O'Neil and Brother Curran. Miss Kate Kirkwood entertained the company by several pleasing recitations, after which we all marched to the banquet hall and did full justice to the many delicacies provided. An address was then made by Sister R. H. Tiedman, President of our Auxiliary, and was responded to by Brother M. J. O'Neil. Since the organization of our Division, the O. R. C. boys have wakened up and I hope they will all permit their wives to join the Auxiliary.

With best wishes for the Ladies Auxiliary and the O. R. C;
Baltimore, Md. M. J. O'NEIL.

Editor Railway Conductor:

This Division is very much encouraged, for new members are coming in every month and the old ones are attending more regularly.

Our teas are a source of pleasure as well as profit.

On January 17 the tenth annual ball given by St. Louis Division, No. 3, O. R. C., was held at the Union Club Hall, which is considered one of the finest in the city. Looking over the ball room I recognized some of our shining lights in St. Louis Division, No. 3. Among those were Mr. Flory, the railroad commissioner, and wife; Past Chief Conductor J. B. French and wife; present Chief Conductor Ed Williams and wife; Secretary Lewis and wife, and many others. It was a beautiful sight to see the ladies, in their lovely evening costumes, and the gentlemen, dancing. The dancing was kept up until an early hour.

Hoping all O. R. C. men's wives will take an interest in the Auxiliary,

St. Louis, Mo.

MRS. T. F. ARNOLD.

Editor Railway Conductor:

Grand Vice President Sister O. N. Marshall of Galesburg, and several Sisters of Galesburg Division, No. 15, paid our Division a visit. A reception was held in honor of the visiting Sisters and all enjoyed themselves. Call again, Sisters, and we will try and make your visit pleasant. We were sorry that the Sisters from Galesburg could not remain longer. The following Sisters were here from Galesburg Division, No. 15: Mrs. W. A. Bowling, Mrs. O. C. Kelley, Mrs. A. Switzer, Mrs. G. F. Conley, Mrs. J. R. Zoll.

Mrs. E. Wilds, Mrs. C. L. McKee, Mrs. R. Strickler and Mrs. Thomilson.

Rock Island Division, No. 106, O. R. C., received a visit from Grand Senior Conductor A. B. Garretson. A reception was given him. All present report having spent a pleasant evening,

Any Sister coming our way will be welcome and will always find the latch-string on the outside.

The membership of our Division has been increased by Sisters A. McLees and C. E. Nicholas, who transferred from Division No. 19, Des Moines, Iowa.

MRS. T. F. CLANCY.

Rock Island, Ill.

Editor Railway Conductor:

I wish to correct a mistake made in my last letter concerning the installation of officers of Pine Cone Division, when I mentioned Sister E. J. Palmer as Acting Grand President. Sister Palmer is *Deputy* Grand President, as well as one of the Grand Executive Committee. She has given us many words of help and encouragement, when we were taking our first steps alone, and is always ready to suggest and promote some good idea for the benefit of the Division, and I am very glad to give her the honor due her. Will the Sisters please notice the correction?

Our last meeting was very well attended; one Sister initiated, one balloted for, and one petition received. Voted to make the Secretary's office a salaried one, with dues remitted. After considerable discussion, insurance was vetoed, for the present. I'm sure the amount of policy paid would not hasten death in any way, but many Sisters belong to other beneficiary orders and do not feel the need of this.

We were glad to greet Sisters Chapman and Cowell, of Mascot Division, Boston, who came down on the Saturday night boat to visit our Division. Brother Hodgkins and daughter met them early Sunday morning, and they were soon welcomed into the hospitable home of our President, who, with other Sisters in Portland, made their stay most pleasant. We hope they were favorably impressed with Maine Sisters, but had not the pleasure of hearing them in meeting, as our President had received her instructions before leaving home, and, most unwillingly, allowed them to remain silent.

The Emergency Club last met with Sister Sawyer, in Deering, and a merry party made the trip of four miles in the new electrics. One good Brother, who was unable to attend the meeting held in honor of the gentlemen, also took the trip, ostensibly to see that his wife arrived safely and have a chat with Brother Sawyer. I think he

had heard so much about it, that he had an attack of "woman's curiosity" and was anxious to attend; anyway, he is now thoroughly convinced that the Auxiliary ladies know how to enjoy an afternoon at whist—for his chat with the Brother was very brief, and his wife entertains next week. In these days of electrics, heated cars and ease, one might almost envy the good Sister who walked the distance as a "constitutional," that she might the better enjoy the delicious cake and ice cream served by the ladies.

"Charity and True Friendship." Do we not often say the words unthinkingly, unmindful of the deeper meaning which these few words imply?

"Charity suffereth long, and is kind; charity envieth not. Charity vaunteth not itself, is not puffed up."—"is not easily provoked; thinketh no evil."

Would that I were gifted with tongue or pen, or were given a poet's inspiration that I might bring to all our minds the beauty and meaning of each sentence. It is so easy to criticise another's words or mistakes, but we cannot all think alike, so let us follow the Golden Rule and regard another's feelings. They, perhaps, are in the right, and are true to their own convictions, so do not call them "odd" or "cranky," simply because their thoughts are not with ours. Bear and forbear, learning to profit by past mistakes and failures, which cannot now be helped.

A true friend we all need, and a kind word and warm hand clasp avails much.

"Words are mighty, words are living;
Serpents with their venomous stings,
Or bright angels crowding round us,
With heaven's light upon their wings;
Every word has its own spirit,
True or false, that never dies;
Every word man's lips have uttered
Echoes in God's skies."

But I must close. In the words of Tiny Tim, "God bless us every one."

Portland, Maine.

MAYNE.

Editor Railway Conductor:

I am proud to be able to report that Division No. 8 is pressing onward, and we still are getting new members, who, when they are once in, wonder why they did not join before.

On January 22, Sister Moore, our Grand President, arrived in Sunbury to preside over a union meeting to be held by the L. A. to O. R. C. In spite of the unfavorable weather the attendance was large and the meeting was a complete success. The Divisions represented at the meeting were: Springer, No. 20; Keystone, No. 47; Genessee, No. 79; Charity, No. 80; Monumen-

tal, No. 81; Lake Mont, No. 88. There were a few visiting Brothers from Collins Division, No. 5, Mountain City Division, No. 192, and Dauphin Division, No. 143. The meetings were inspiring, and the address and advice of our Grand President were so impressive that they shall ever be held in our remembrance. It has left us with that glad feeling of having one of the finest and best meetings ever held in Sunbury, one that I know has done us all a very great deal of good. We all have been great workers, but this meeting has given us more courage and more strength for the cause and its work than we ever felt before. Hope we may be spared to enjoy many such meetings.

In the evening, Division 8 gave the "Oh, Why" degree to Division 187 and visiting members, after which a public installation of officers was held, Sister Moore taking charge, assisted by Sister Godfrey, President of Genessee Division. The installation was perfectly conducted, and Sisters Moore and Godfrey were congratulated by all present upon the thoroughness of their work. At its close, Sister Moore was presented with a beautiful bouquet of roses by the Brothers of Division 187. Brother McAlpine made the presentation speech. Sister Moore responded with a glowing tribute to the reception and warm welcome shown her in this city. Then came the banquet, which I feel assured all enjoyed.

The Crescent Mandolin and Guitar Club gave us some very delightful music during the installation and banqueting.

A beautiful comfort, made by the ladies of No. 8, was then chanced off, it being awarded to Mrs. S. Farnsworth.

After the banquet the cake walk was proposed, in which quite a goodly number took part, and all were pleased when the beautiful cake, bearing "L. A. to O. R. C." walked all the way to Toledo, Ohio.

ROXY RYE'S FIRST.

Sunbury, Ohio.

Editor Railway Conductor:

No department of THE CONDUCTOR is more prized by us than that set apart for the ladies, and we read the letters with which it is always filled, with great interest. Some of the reports of the doings of the larger and more prosperous Divisions might have a tendency to discourage the members of Crystal Spring, but we find solace in the fact that, though small in numbers, we are energetic enough to make up for all deficiencies. We will be one year old on the 21st of next March, and that first year has been a very prosperous one considering our limited membership. We feel that we have been especially fortunate in the selection of

our officers for the coming year, and that, with them in charge, Division 64 is bound to grow, both in numbers and interest. The social work of the present year has already been begun by the commencement of a series of teas, the first of which was held at the home of Sister Deering, last month. It was a complete success in every feature, and we all had such a delightful time that we are already looking forward to the next with most pleasant anticipations. We trust that all visiting Sisters will remember that a cordial "Old Virginia" welcome awaits them at our hands. May success attend all the Auxiliary.

Roanoke, Va.

MRS. M. J. JENNELLE.

Editor Railway Conductor:

We thoroughly appreciate all the good things our regular correspondent says about us, and know that she is actuated only by the highest regard for the welfare of the Division in which we all take so much pride, so we feel confident she will pardon us for correcting one little mistake which crept into her last communication regarding our banquet. She gave the credit for it to the members of Division 7, and while we are willing to acknowledge with her the gallantry and generosity of the Brothers, yet we do not feel quite equal to allowing them all the praise for the banquet which we furnished.

The members of L. S. Coffin Division are in receipt of an invitation from the ladies of Turner Division to be with them at their meeting in Denison on February 25, when the "Oh, Why" degree will be conferred. I regret exceedingly that it will be impossible for me to be with them, and hope that our Auxiliary will be well represented.

While we appreciate all that has been done for us in the past, we can but hope that the members of the O. R. C. will continue to co-operate with us in every way, and especially in urging their wives to join. Under the very best conditions there is so much of anxiety in the life of a conductor's wife, since every day must bring its new worry for the safety and even the life of the one most dear to her, that we may well be pardoned for taking all the enjoyment there is to be had, and they are the ones to assist us in doing it. There is always a prayer in our meetings for our loved ones and their associates. Our latch-string is always out for all the Sisters, and we hope that success will ever attend them.

Houston, Tex.

MRS. T. J. WATTERS.

Editor Railway Conductor:

The members of Lima Division, together with their husbands, were most delightfully entertained

at the home of our President, Sister A. N. Redenour, on last Thursday evening. This was one of our series of alphabetical socials, held monthly, and proved to be very pleasant, as all the others have been. The Brothers have been a little timid about attending, doubtless owing to their well known bashfulness in the presence of the ladies, but they all turned out on this occasion, adding thereby not a little to the general enjoyment. Games, sociability and refreshments filled in what proved to be one of the most pleasant evenings of the entire season to us all.

We also have a sewing circle, the last meeting of which was held at the home of Sister Mulcahy. The day was spent in sewing, visiting, and you may be sure refreshments were not forgotten. The Sister for whom we sew pays for it, and by this means we are able to replenish our treasury, while the Sister gets a lot of work for her money. When a band of ladies meet they do more work than talk, as you all know that ladies are never talkers.

MRS. W. W. A.

Lima, Ohio.

Editor Railway Conductor:

At a recent meeting we adopted a plan of meeting at the homes of the members, first with one, then another. We met on the 22d of January with Sister W. B. Learnard. The day was very unfavorable, the rain coming down in torrents and mud enough through our streets to block the waters of the great Mississippi river. Yet we had many very earnest members present, Sister B. F. Popham coming all the way from Holly Springs. After the routine of business had been dispatched we were invited into the cosy dining room, where delightful refreshments were temptingly arrayed, —delicious coffee, steaming hot, just the thing to nerve one up to brave the outside atmosphere. We did full justice to the good things set before us. After enjoying the hospitality of the most pleasant home, with an hour or so in pleasant conversation, we parted with the understanding that we meet next with Sister C. E. Cook. Fairer weather brought out a full attendance. This day was given up to election of officers and installation was next in order, interspersed with delightful music on the piano by Miss Mamie O'Brien, the fair sister of our hostess, Mrs. Cook. Sister W. D. Wray being chosen as installing officer and Sister L. J. Thomas assisting. After the installation and after the officers had been conducted to the different stations, Sister President-elect rose to thank the members for the honor conferred, giving good and wholesome advice and reminding them of the sacredness of the obligations taken. Other mem-

bers followed with a few appropriate words. All seemed to have renewed the enthusiasm of former days, and with the determination of making this the Banner Division, we joined in congratulations. Conversation was quieted with the advent of well filled trays of steaming hot chocolate and other dainty sweets delightfully served. Sipping our chocolate, time flew so rapidly we had to make a hasty departure, or be caught out in the dark of evening, so we gave a hurried adieu, meet again on the 19th with Mrs. Cook. These meetings must have a tendency to enthuse our members for the good of the Order. They are social, genial, instructive and beneficial in every respect; so let the good work go on, is the wish and determination of every member of our Division.

MRS. W. H. S.

Memphis, Tenn.

Editor Railway Conductor:

At our meeting in December officers were elected who will preside over us for the ensuing year. I think we have been very fortunate in securing such officers, and under their guidance we are sure of success.

Our Past President, Sister Mooney, has been seriously sick, also her husband, Brother Mooney. They are far from us but I can assure them Mascot Division extends to them their sympathy and hopes for a speedy recovery. Sister Walker, who has been sick, is now convalescent, and we hope to soon have her with us again. Your Correspondent has just learned of the illness of Sisters Chandler and Flanders; I trust, however, it is nothing serious.

At our last meeting we had two candidates. We have also two more for next meeting. We have a membership of sixty-one, and more to follow.

We wish to thank the Brothers of New England Division for their generous present to us. The report of our treasurer showed the affairs of the Division to be in excellent condition, with quite a nice bank account. A cordial welcome will be extended to any visiting Sister. Success to the L. A. and the O. R. C.

ALEXANDRIA.

Boston, Mass.

Editor Railway Conductor:

My seeming indifference is not from a lack of interest, but from a lack of knowledge. I have been elected correspondent, but I cannot write a letter. This afternoon, at our regular meeting, I had the pleasure of hearing someone say, "Has Hand in Hand Division a correspondent?" So I thought my time of probation was almost over.

Our Division is in good working order, peace and harmony prevailing. The members are all pulling together and working for the advancement of the Order and of ourselves intellectually, morally and socially. The finances of our Division are sufficient for present needs, and we hope to supplement them by a "birthday party" in the near future, to which all the Sisters are cordially invited, and if we fail to send you a little sack please make one yourself and come.

In January the four railroad orders in Boone held a union social in Armory Hall. They all had a good time, excepting those who were on the program. I am judging them by myself, for when my turn came to deliver an address I was so frightened, I trembled and shook so that my teeth rattled, cold chills crept down my back, and I thought, "if this is glory I will dispense with it for all time and eternity." Whether a man is a success or a failure must be determined, not by what the world says of him nor the money he has accumulated nor by the glory he has won, but by his becoming or not becoming what God has called him to be. I have made up my mind that he has not called me for a public speaker.

Boone, Iowa.

CAPITOLA.

Editor Railway Conductor:

An invitation was extended to us by the O. R. C. to join with them in a public installation of officers, but on account of the sickness of our President and some of the other officers, we could not take part with them, but had our installation as usual.

The past year has been a very successful one, and we are starting out this year with several new members. It is the wish of the Auxiliary to have all the wives of conductors of O. R. C. in the Auxiliary, and "one of us," as "strength lies in large bodies." We like the new work, and think it a great improvement on the old.

We have moved into a new hall and are nicely situated for giving any kind of an entertainment. Our first attempt was a "colonial" sociable, Washington's birthday. Our ladies wore caps and kerchiefs, and the waiters, aprons. After a short program, the grand march was begun with about fifty couples in line.

A young man drew the Auxiliary quilt, but it was afterward presented to one of the Auxiliary ladies, Mrs. Switzer. The sociable was a success in every way, and about \$40 was cleared.

We all enjoy our meetings very much. As we have a good organist, we have good music, which

is one of the main things in the new work.

Our President and Division were extended an invitation to visit Rock Island Division to give them the new work. Mrs. Marshall accepted the invitation, and ten of us went with her. We enjoyed our trip, and were sorry we could not stay longer with them. We hope in the near future to have them with us, and to try and repay them for their kindness to us while there.

In December the Division presented Mrs. Marshall with a pin, emblematic of the Order, and appropriately engraved, to show her the love we have for her.

We earnestly invite our Sister Divisions to visit us at any time, and assure them a cordial welcome.

MRS. ZOLL.

Galesburg, Ill.

Editor Railway Conductor:

Some Sister far away may wonder how Keystone Division is getting along. I am pleased to say very nicely indeed. I see some Sister correspondents just beg for good attendance. I am glad we don't have to do that. Our Sisters attend nobly and it seems they are all trying which can do the most work for our Division.

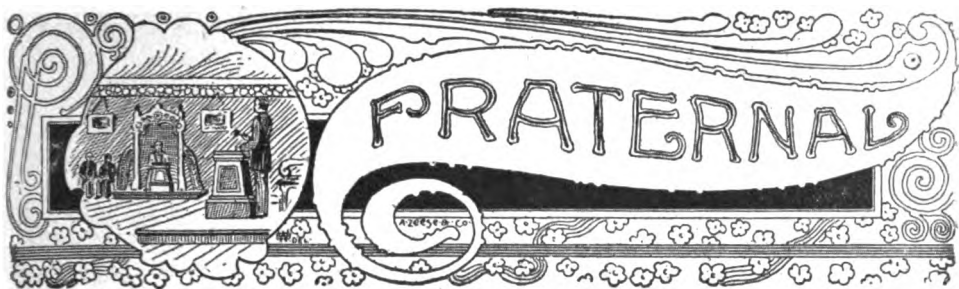
We had our second anniversary on the 1st of February. A neat little program was arranged with Brother Linford Clay at the head. He, with a few well chosen remarks, made an address of welcome. We feel proud to have one so able at the head of our program. We had music by mandolin and guitar clubs, solos, duets, recitations, quartets and addresses, after which a banquet was given, thus proving that the new woman can still look after the most important part. We had Sisters with us from Altoona, Sunbury and Philadelphia; among them Grand Senior Sister B. F. Wiltse. We invited conductors and their wives who are not O. R. C. men and all O. R. C. men to bring their families with them, and I am sure we are getting paid for our trouble. Last meeting we had four applicants for membership, and the best thing we have done was to convert Brother Kauffman. He gave his experience and says he is now working for the L. A.

We are now getting ready for a "sauer kraut luncheon" on the 17th, and I have just finished a "down comforter," which will be chanced off the same night.

I am sorry indeed to report Sisters Hartzell and Crook in ill health, but sincerely hope for a speedy recovery.

A. GILLILAND.

Harrisburg, Pa.



Editor Railway Conductor:

In 122's interesting letter for February he urges the formation of a "legislative committee" to look after our special interests in national and state legislation, and particularly to co operate with similar forces from other labor organizations to frustrate the game the money lenders are playing for the retirement of the greenbacks and the complete relinquishment to the national banks of the government's prerogative of issuing money—a game that has been steadily progressing ever since Lincoln's death made its beginning possible; a game in which every president and every secretary of the treasury has played his part by recommending to congress the very act feared by 122; a game of which the preparation for what seems, to be the final play in a carefully planned war scare to prove the need of more bonds, of millions on millions more of debt to increase the army and navy, and over all the red-fire glow of patriotism that warms and feeds our national self-conceit while it blinds us to the villainies of the wire pullers who have fixed the spectacles.

Now, if you have the February number handy I wish you would pick it up for a few minutes and read the latter half of 122, in the Fraternal Department, again. You may need to read him slower than he has put it down. He talks fast and somewhat disjointedly, as if he were much excited or overwrought by the prospect of imminent triumph of the sharpers, as if he were in fact a "calamity howler." But don't laugh, don't sneer at his "crazy delusion," as do the newspapers, preachers and politicians, who are ever ready to applaud those of our kind who are monkeys enough to repeat their laugh and sneer. And if you do laugh and sneer with them, don't be foolish enough to take their applause as proof of the superiority of your intelligence. Perhaps, if you yourself were not a trifle dull or maybe too careless to look with your own eyes, you would see as clearly as 122 all the moves of this iniquitous game of oppression by legislation. Indeed, if any man with just an ordinary amount of common sense will take the trouble to go to a cyclo-

pedia, or any other authority, for a brief description of our national bank scheme, he will need only to read it, bearing in mind that this is a government by and for the people, a democracy or republic, to convince him that it is the most preposterous of our financial schemes, as compared with which the most absurd of all the other schemes proposed by so-called blatherskites and demagogues is profoundest wisdom—bearing in mind always, as I have just suggested, that a democratic plan of government contemplates the welfare of the whole people and not of any particular class. It would be quite consistent with the theory of the Russian or German government, but that's different.

The humbuggery of the whole business is plain enough to be seen, and the seeing requires no higher order of intelligence than it does to hold a freight train down a hill. And having seen it, you will no longer insist on specific legal proof and the sentence of an ermine-wrapped politician to convince you of the rascality of the honest-money boddlers who strive to perpetuate the scheme and enlarge it.

Don't be too eager to swallow their flattery of our special American brand of patriotism, which, as a matter of fact, differs in no respect whatever from that of any other civilized people on the face of the earth. We are not more ready to fight out this fuss than are the English workmen, the Spanish workmen, nor less ready. Look at them—not necessarily sharply, but just glance at their faces when they ladle out to you your customary dose of intelligent American citizenship, and see them "wink the other eye."

The situation is certainly ridiculous enough and there is plenty to laugh at, but I can't see where the workman's laugh comes in. If he were guzzling the champagne and stuff, if he were wallowing in the interest on the millions that some fool nation has borrowed of him, he could easily laugh and pay the sycophants to laugh with him.

A short time ago I heard a new gospel of salvation for labor. The preacher of this gospel is an author of national reputation, an undoubted

friend of labor and a persistent foe of monopoly and other governmental privileges. He says we are to be saved by Christian love, and not our own love for our own kind, either; that, he says, is as impotent as our hate; but we shall be saved by love from without, from those above us. The "better classes" will recognize a common brotherhood of all men, will awaken to their responsibility for our condition, will reach down to us their brotherly hand and help us to rise to their own level. I called this a new gospel. Of course there is nothing new in it so far. It's the same old doctrine on which nearly all governments act when they legislate the advancement of the rich, expecting them to drag the poor with them in their advance—like, for instance, the ostensible purpose of our great American protection, for American industries scheme (which, by the way, is no more American than it is Italian or Austrian, and not half so much American as it is Chinese,) by which scheme Mr. Carnegie and his kind may, if they like build libraries and universities for us out of what is left over after they have paid their workmen what they think their workmen deserve—and legitimate campaign expenses for the politician of course. His gospel of love is not new in that much, but his belief that our solution is near, that the hoped for awakening of the upper classes will be sudden and soon, is a real surprise. Until then we have little to do but wait. He wants us not to scatter, however, but to organize the more closely in order to facilitate the work of preparing us for the new state.

Our only present need is a new leader—an apostle who will preach to us the new gospel. All this would instantly go down in my estimation as mere bosh, and I should not have repeated it here but for the fact that it comes from a man who is decidedly *not* one of those of doubtful sincerity, whose lachrymose eloquence is always on tap to comfort us with the assurance of providential interference in our behalf, and who are ever ready to oppose, with all the bitterness of an unchristian bigotry, any plan for our betterment but that of abject petition to our oppressors for their consent to the providential interference. It comes from one whose truthfulness we can be sure of. He has the opportunity to study the movements among the church people in the upper classes, which indicate the change he expects. And if he believes it, on his own belief, we can consistently base our hope—keeping our powder dry; of course.

Here is an easy little mathematical problem proposed to me the other day by a friend with whom I was haggling over the question of send-

ing a legislative committee after the politicians:

If one committee composed of any number of labor advocates, representing all, or any number of the different labor organizations of the United States, succeed in fixing upon a bill clearly in the interests of labor generally, using eighteen months altogether for the settlement of the inevitable differences amongst themselves, and for "pushing" it through both houses of congress and the presidential office in the usual way, how many days thereafter will it be till the supreme court declares it unconstitutional and void?

It's easy enough. I gave him his answer almost immediately. But I don't ask for credit as a lightning calculator. I knew a formula that reduces the work of solution to a mere slash or two of the pencil. Perhaps I should better give you the formula here, to make sure that everybody will give it a trial, because there are so many American workmen who would figure fruitlessly and almost hopelessly, for a week, on when and where Fitz and Corbett will come together, and give up this interesting little sum with hardly an effort to work it out. This is the formula:

1. Set it down as settled that when a million or so of voters know what they want and ask for it all together, the politicians in congress will tumble over each other in their haste to get it for them, and the president will approve—perhaps with tearful apology to the influential holders of campaign funds, but the approval will be forthcoming.

2. Don't conclude here that the action of congress and the executive proves the righteousness of your law, or that it is too good for you, or that you will ever get it. If it proves anything particularly, it proves that one party doesn't want to throw a million voters over to the other party.

3. Take it for granted that when syndicates of bankers, corporations and trusts, spend their good money to place their attorneys where they can do them the most good, where they may draw big pay for life without worriment over election results, those attorneys so placed are only human and will not fly into the faces of their friends.

There is your formula. Figure it out by that. It is logically correct, on the theory that everybody seems to accept as true—I mean the historical theory—that is, what *did* occur once, and find record in history *may* occur again; but what isn't shown up as having occurred in history, *can not* occur. But if you believe as I do, that something will happen some day that never did happen before, you can easily work out a rule that will bring a different answer to the problem, and maybe show the supreme court justices scrambling over each other

to get something the common people have asked them for.

Willow Springs, Ill.

J. S. STRADER. ☐

Editor Railway Conductor:

Logan Division is right on deck with fifty-four members in good standing. Brother Hunter is our C. C. for this year; Brother Crawshaw, A. C. C.; Brother Hamilton, S. C. Great guns, how he "beefed" when he was nominated for office, but Brother Hamilton is all right if you only give him the main track and a part of the siding, and a few extras, as he is the extra puncher of duplex cash fare receipts. Brother Coats was re-elected to handle our cash and keep the books, at which he is an expert. Brother Foster presides as J. C.; Brother Parish as I. S.; Brother Van Loon as O. S., and I assure you he will admit only those that are all O. K. Brother Joseph Kenney is our treasurer. He is also a member of our city council, and as councilmen generally need some watching, the Brothers think Brother Kenney is O. K.

Brothers, do you ever think of the necessity of your being present at Division meetings. I know you would not sit quietly in any other branch of business and allow your money to be spent without knowing what you would get in return. Then why do you not take interest enough in the meetings of your Division to give your presence at least once a month? We have some members that have not attended meeting for a year, and are in town every other Sunday. Their excuse is "I had to take my wife out riding." There is nothing so discouraging to officers as to open with just barely a quorum. Very often questions of vital importance arise which require a full attendance, and if action is taken by a few there are always some to find fault. Now, Brothers, is this justice to your officers, to your own interest, and complying with your obligation? Let us wake up to the true meaning of our organization, and be at all times ready to attend our meetings.

The boys on the Chicago Division felt very blue when they lost J. S. May, our trainmaster, but wish him success in his present position, that of superintendent of the Richmond division. He is deserving of promotion, having started from the brake wheel, and his ability is unquestioned. His successor is a chip of the same block, his brother, H. N. May. May he remain with us until he can leave us to fill the next grade of promotion. He is also a man of good quality, and has taken his turn on the hurricane deck with the boys.

Logansport, Ind.

BISMARCK.

Editor Railway Conductor:

Division 304 is progressing nicely; we have in

four new members since the first of January, two of them by transfer cards, and have four applications for initiation and one by card, still we are not happy. A few of the boys want a new Division at Water Valley, which I think is out of all reason, as there is a Division at Jackson, Tenn., just 117 miles north of Water Valley, and of course, if they succeed in getting it, it will close Division 304 and cause a new Division to be organized at McComb City, which is just 105 miles north of Division 108, at New Orleans. That would make it necessary for the six members stationed at Canton, and the boys on the C. A. & N. and Y. & M. V. branches to lay off when they attend a meeting. I mean by stationed at Canton, those who have their Sunday lay over there. I have been told by nearly every member running between Canton and McComb City that it would be impossible to make a success of a Division at McComb City, as there are not enough of them to keep it up, and it is too near Division 108, besides they get most of their lay over at Canton. Another important feature that we must not overlook, business is better here than ever before, and we have Order men from all over the country running trains and flagging, who may not be with us when it falls off. However, I hope the business will justify keeping them all, and even be great enough to give more work. Be that as it may, we cannot afford to break up a good Division which we have worked so hard for five years to organize, for a few chronic kickers which we unfortunately have. Just one more word, and I will take the balance of my troubles to a policeman. The reason for the movement for a new Division was because we failed to hold a meeting for two months. During those two months I venture to say, none of the boys ate a meal or slept as long as four hours at home; we were simply "worked to death," and could not have gotten a quorum unless we called to order in some telegraph office where we were waiting for orders.

We held thirty meetings in 1895, which was by far the poorest showing we have ever made. How many Divisions can beat that? with a membership of only forty-five. I wish we could have a Division every one hundred miles of the system, but this we cannot have, so why break up one Division that is well organized, and one that has done so much for its members? I venture the assertion, as much as any Division in the country. I am prepared to prove every statement I make on this subject.

A word more about some of the boys and I will close. Brother L. A. May is just back from Chicago, where he has been attending a meeting of the General Grievance Committee, and reports

a very satisfactory meeting. Brothers Box and Williams have gone in the market and stock business at Water Valley. Brother Hughes can be found day and night at his restaurant in Canton, and on your trip south you will do well to call in and see him, while crews and engines are being changed at this point, but be sure you do not offer him a 3-cent piece for a dime, for he is "on to that trick."

Brother L. E. Barnes is just back from a trip north, and says every conductor north of the Ohio river wants an alligator, and also express a keen desire to witness Mardi Gras festivities before they "pass from this mundane sphere." He says his chief desire is, to live long enough to pay them for the good treatment he received at their hands while traveling. He also declares the O. R. C. is the grandest Order on the face of the earth.

Canton, Miss. O. A. H.

Editor Railway Conductor:

We have a noble set of officers for '96, men of whom we can be proud. Our Chief, W. W. Alcott, is a man of irreproachable character, fully competent to fill the office he holds; he is a man of strict integrity and morality, a man who is wholly impartial, working on the principle that, "that which does the greatest good to the greatest number" should prevail; holding liberal views on all matters, he treats all alike, and makes no distinction on account of race, color or previous condition of servitude.

Our Assistant Chief, Chas. Oder, is known too well to need description. Our Senior, Mr. Wight, can be fully described by changing the first letter in his name to R. Our Junior, "Si" Boucher, is just as good as a paper with a \$1,000 mark on it, with his name, all but the B, which should be V. Our Inside Sentinel, Mr. Drury, has been with us but a short time, having been on a branch run and unable to attend meetings, but we will not offer any apologies, as he is all right. Our Outside Sentinel, J. M. Leseney, well, we can't say much for him. He had a good position on the inside, in fact he was in the chair, but he kept kicking until he kicked over the traces, and now he must stay out in the cold, but I heard a rumor somewhere that he has an offer to take him in out of the cold, and it is not a man, either. Well, I hope so.

Now our Secretary, Mr. J. D. Notgrass. Too much cannot be said of him so it is good, and I feel that my powers of description are not adequate to describe such characters, and to prevent doing him an injustice, I shall not try, but leave it to abler and better hands. With such men in our offices we can not but prosper. We have a

good Division and men of the proper stamp in our Order. With a kindly greeting to all.

Las Vegas, N. M.

T. F. COFFEY.

Editor Railway Conductor:

Brother Savage was given credit by some of our members for writing the letter from this place appearing in July CONDUCTOR. I will try again and hope that they will not blame Waddell, of 196, this time. Our C. C., Browning, is a busy man, for, besides being a married man, he is yard master, station master, conductor on a branch train, baggage master on same, and attends to the parcel room and runs the bureau of information for the Plant System at this point. This is in the passenger yard. Brother Savage handles the box cars in the freight yard and is generally a busy man, hunting for something to do. Someone accused him of running the other day, and Brother Waddell says he actually saw him make a coupling, and Officer Chappell saw him on top a box car, and we have had no freeze yet this winter.

Business is still very dull with us, and some of the boys are looking for positions. We have on the South Florida Division of S. F. & W. Ry. Brothers Bodow, Masley and Elden on passenger to Tampa, and Brothers Early, of No. 277, and Dobbins, of No. 103, I think, are on local freight; Brother Ellis is running extra. On the T. & K. W. we have Brothers King, Joiner and Walt. Lowry, on through run to Jacksonville, and Brother Waddell, of No. 196, on branch run. Brother Ed Wood, of No. 196, has the only snap in the state on local to Jacksonville, and has it all to himself.

I understand the engineers have decided not to push their effort to get a contract with the Plant System. It is understood that the officials of that system sent men over their lines to find out which of the men would stand by the company and which would not, and when they got through the faithful ones decided that, in face of existing conditions, they could do nothing. Men should consider well when joining labor organizations, and if they cannot live up to their obligations and be governed by the laws of the organization, they should stay out, and not be a detriment to others of more stability. Loyal members and federated organizations are what is needed.

Brother W. E. Willett won his suit against the J., St. A. & I. R. Ry., the jury awarding him \$1750, and the company paying him that amount. The suit was brought for blacklisting him and causing him to lose his position just acquired on the Plant System. The verdict will no doubt

have a good effect, at least it is to be hoped that it will.

It is rumored that Brother Smart (Barney), of No. 196, has gone to Baltimore, Md. No one knows what he went for, so if any of the Brothers up there find him, tell him that his other girl is looking for him.

MACK.

Sanford, Fla.

Editor Railway Conductor:

Lorain Division No. 295 wishes, through the columns of THE CONDUCTOR, to notify all Divisions and Brothers of the manner in which Lorain Division has been victimized by a black sheep in white colors, W. H. Aiken by name. He was Secretary and Treasurer of our Division. We organized Sept. 1, 1895, and had in our treasury about \$150, with all bills paid, as we supposed. About December 1 our Secretary and Treasurer absconded with all the funds without paying the incidental expenses after presenting bills for same, and defrauding all Brothers whom he could. He also acted as private collector for various outside parties and failed to return even a part of what he collected. He is now employed upon some road out of Blue Island, Ill. Should any credentials be presented by him they should be taken up and returned to our Division, as they were fraudulently made out by him while here. This Division has granted him no favors since he absconded. Brothers, beware of him, for, if he gets the chance, he will treat you as he has treated us.

LORAIN DIVISION 295.

Lorain, O.

Editor Railway Conductor:

I suppose the good Brothers of No. 337 expect to hear from me some times in our old friend, THE CONDUCTOR.

We are starting out in the new year in excellent shape. We have our grand dues paid for '96, also all other assessments, and still have something to our credit in bank. As we had such poorly attended meetings in '95, when we met at night, it was thought best to change the time of meetings this year to three o'clock p. m., and it is proving a great success, as we have good meetings now.

Now, Brothers, show your officers by your attendance that you appreciate their efforts, and do not give them the old story, "that you forgot it was meeting day," or you had to go to church, as you know most of our members are religiously inclined at times.

At our meeting, Feb. 23, we had one application, and expect several more in a short time, as we have some good material to work on that has

not been through the mill and is likely to make as good members as some we now have, namely, those who have business somewhere else on meeting days or say they are silent members; but let them make a bad meeting point and be ordered before our friend at Mt. Clare, you will find them at every meeting on time, and you will find out that they then know something about tariff for revenue and will make themselves heard as well as seen.

Several of our Brother Conductors are not enjoying very good health at present, as they have gotten in the habit of eating those five o'clock dinners at the "Shoreham."

Brother J. E. Gary is laid up with a mashed hand at his country home, and we sincerely hope it will not be long until we can see him with the punch again. Brother Hilderbrand is back to work again after an illness of many months.

Many good wishes for the O. R. C. and may the new year be one of prosperity. G. W. P.

Washington, D. C.

Editor Railway Conductor:

I do hope dat I am not intruding py undertaking to write a few lines for de CONDUCTOR. I sometimes take dings on myself, put am always a leetle careful to not take somedings too heavy on myself. You see I don't vas run on de local freight —Shust what I am apout to take on myself now is not so heavy, so I want to dell you some dings apout dot Dauphin Division No. 143, of Harrisburg, Pa. I spose you know we hat an election, und I dell you we elected some dandy goot fellows, too. Tare is dot Shief Conductor's blace filled py a Miller; he was not a dusty Miller, und he don't was have some wings, put like dot pedpug, he gets dare shust de same midout some wings; und de Assistant's shair is filled full mid Spotts; now you might tink his frow and children are in de shair mid him, put he is only one Spott, und not a wallopin pig Spott, at dot. De shair of de fellow what takes our geld is filled mid Wood; some of de Brudders call him G. I. Wood, so I somedimes tink it is goot ironwood; he don't vas bend easy anyhow. De Senior Conductor's shair is filled py a Smith, not de fellow what was married to Hocopontas und came so near killed mid a base ball bat; it makes me run cold across de pack, when I tink apout dat. De Junior's shair is filled py a (shadow) Shatto it almost takes two of him to make a shadow, put dot is all right, his name is Pete when he is awake and George when he is asleep. Now, somebody else may dell you apout de other officers. I tink I done right goot, now what do you tink? pout sometings else. We are tinkin apout holding an andyversary one of these

dimes soon now. Oh! dot will pe a pig time; some pig speeches will pe made. One of our brudders is studying de comic almanac for de occasion, und tare is a committee appointed to go out und hunt green heads to make durdle soup on de half shell, und odher too many dings to mention, put won't it pe nice? Some of de bruders don't come to de meetings right goot, und some of de bruders what do come tink they might shake up a leetle more interest py holding a mit-winter fair next summer apout Shuly, und send out some invites, and py jiminy gracious if dot don't do, de Division will employ an expeart und dry and find out what is de reason mid some of dese fellows.

Now I will shut off, hoping to hear from the regularly elected correspondent next month, also wishing success to the Order.

Harrisburg, Pa.

DRENTON CUTOFF.

Editor Railway Conductor

In reading the February issue of THE CONDUCTOR, I failed to see a letter from either of the nine Divisions located in Nebraska; but then I suppose the correspondents of the other eight are like myself, "got that tired feeling."

We are among the living, and are striving to make a showing by bringing the principles of the Order of Railway Conductors before the uninitiated, in order to help swell the ranks. We started in the year with forty-seven members in good standing, while a few were on the extra list, according to section 2 article 8, but am glad to say they have nearly all complied with aforesaid article, and are now O. K.

We are having quite lively meetings at present. Come, and bring along those petitions, and we will give you an exhibition that will surpass all former ones.

We all want to be in line for the Ladtes' Auxiliary dance. "O, excuse me, ladies, I did not mean to intrude," but then as we never hear from you through THE CONDUCTOR, I will give you away, by saying you are here to stay, and we are glad of it. You are on the road to success, as is clearly shown by the grand sociables you give. Let the good work go on, and we will endeavor to eat the elegant lunch which is always served. If we should fail we will call on Brother Morledge. As he has taken the king prize at the past two, we have concluded to give him what we can not win, or eat.

Business is very dull here. We have in some crews one, and sometimes two extra conductors. In such cases one carries the bills, one carries the oil can and the other catches cinders on the pointed end, all striving to make a living till busi-

ness increases or the grass begins to grow. We are supplied with conductors to last the next five years unless something unforeseen happens.

I will endeavor to give an account of our membership in my next, if I can round them all up, as they are scattered to all points of the globe.

Lincoln, Neb.

O. S.

Editor Railway Conductor:

I have been a reader of THE CONDUCTOR for a long time, but have never seen anything in it from 234.

Our membership is not large, since 223 was organized at Martinsburg, over a year since. About half our number transferred to 223, which was a great loss to 234, but a gain for the Order. This caused us to put on our working clothes and go to work in earnest, to get others to come in and fill the places of those that went to 223. Our retiring C. C., Brother Brady, has been a most faithful worker, and by his untiring efforts, 234 has succeeded in keeping our Brothers in line, and I believe that we have more Brothers in 234 today that have the good of the Order at heart, than we ever had before.

I am sorry to say that Brother Brady is at this time in the Maryland hospital in Baltimore, corner Lambert and Green streets, where he has gone to have a surgical operation performed. Brother Brady earnestly desires that any Brother or friend who is in Baltimore will come to see him. We miss our Brother from the Division room and hope that he will soon be with us again.

Now, Brothers, encourage us by your presence at our meetings, and we will try and make it pleasant and profitable for all.

TABBY.

Brunswick, Md.

Editor Railway Conductor:

I was fortunate enough to be with our Brothers at a regular meeting of Division 210 Sunday, February 23, and was pleased to see so many members present. Our A. G. C. C., Brother Wilkins, was with us. His talk was instructive, to the point and enjoyed by all. Brother Wilkins will always find a warm place in the hearts of our Virginia Brothers.

Through mistake, I reported Brother Johnson Inside Sentinel. Brother Ligon deserves the honor of this office. Thanks to the Brother that called my attention to the error.

Our Division still seems to grow, regardless of the howling March winds which have already began to moan and blow around the corners, through the tree tops and cupola windows, warning us of the approaching dangers, and the importance of a constant lookout for the red signal.

A pleasant smile crept over the face of our members when our Inside Sentinel announced two candidates ready for initiation. We all knew that "Shorty" Humphries was first out and Wise Newman second. The home run was made and both landed safely at our C. C's. station, wiser if not better men. They both claim to be well pleased with the O. R. C., thanks to Brother Wilkins for the assistance rendered us during the initiation. We have another application on the table which will be acted upon next meeting.

We must not stop until our work is accomplished. We have plenty to do if we will only do it.

Let us see how many new names we can add to our list this year. Let us assist our new officers in their work, show them our appreciation, not only by a good attendance, but by bringing in an application occasionally.

There are several conductors on the different divisions running into Roanoke, who do not belong to the O. R. C., but would make good members if we could only get them to take the step and help a good cause. Some day they will probably see their error. You cannot afford to fight the battle alone. Let us help you.

J. E. Powers and R. L. Bronscome are the two hustling time freight bill "toters." They run the 231, while John Moran and S. W. Glass hold down the "roustabout" on the same division.

Brother W. T. Wells, of Crewe Division, and Brother H. D. Millard, of Twin City Division, paid us a pleasant call Sunday. We were glad to have them with us. Come again, and bring some of your Brothers with you. You will always find a welcome.

DIXEY.

Roanoke, Va.

Editor Railway Conductor:

As I have never seen anything in THE CONDUCTOR from Division 88, will try and inform the readers of THE CONDUCTOR that such a Division does certainly exist. Although small, it is like the bedbug, it gets there just the same. We have about fifty members now, all nice good looking conductors, too. The majority are freight men. We have seventeen chain gang crews and five locals on two divisions. Chain gang crews run first in first out, and locals make a round trip on each division and lay over a day.

Business is very good with us now on the H. & T. C. R. R., everybody making every day with the rest necessary.

In choosing our officers for '96, no better selection could have been made, as all are energetic and nerry men. With the proper assistance of the Division, and by regular attendance of members they will fill the bill to a queen's taste.

Ennis, Texas.

C. E. M.

Editor Railway Conductor:

The Home for Aged and Disabled Railway Employes, acknowledges receipt of the following cash donations during the month of February:

O. R. C. DIVISIONS.

2	\$ 12.00	9	\$ 12.00
18	3 45	22	6.00
37	12.00	40	6.00
42	5.00	44	5.00
50	12.00	52	5.00
53	12.00	60	12.00
67	12.00	69	12.00
79	12.00	101	6.00
102	12.00	108	12.00
114	12.00	142	12.00
144	10.00	147	24.00
150	12.00	151	1.00
153	12.00	160	12.00
161	12.00	169	2.00
171	5.00	172	5.00
181	12.00	192	10.00
195	12.00	222	12.00
227	12.00	235	3.00
237	12.00	239	10.00
243	12.00	260	12.00
277	12.00	282	12.00
293	12.00	300	12.00
307	24.00	325	12.00
331	4.00	333	12.00
335	12.00	342	12.00

Total.....\$518.45

L. A. TO O. R. C.

Division 70	\$ 5.00
Division 61	5.00
Division 32	2.00
Division 52	1.50
Division 27	2.00

Total.....\$ 15.50

B. R. T. Lodges	207.30
B. L. E. Divisions	197.33
B. L. F. Lodges	96.32
G. I. A. Divisions	22.00
L. A. to B. R. T.	6.00
L. A. to B. L. F.	5.00
Personals	2.85

Total receipts.....\$1070.75

F. M. INGALLS,
Secretary.

Highland Park, Ill.

Editor Railway Conductor:

Since our last letter to THE CONDUCTOR we took a hasty trip to the famous gold camp of Cripple Creek, of which Colorado is, and can well be proud. The camp is enjoying a big boom, and many of our Brothers, and railroad men in general, are taking a hand in the game in the way of investing in mining stocks, forming the companies prospecting, etc., and keeping pace with the times, in the hope of bettering their condition financially, the fact of which we are glad to note, for railroad men as a rule, are too easily persuaded, after a few years' service that they can

do nothing but railroad, which at times produces an over-production of that class greater than the demand.

I will endeavor to give a little sketch of our trip in as few words as possible, not attempting to describe the mines and mining, as a person can pick up any of our western papers and find anything about mining his heart desires.

We left Denver on February 2, on D. & R. G. No. 7, at 10:30 p. m., with Brother Jack Weir as our captain, and as the train was leaving union depot, discovered our old chums, Brother M. P. Suiter and John "Peggy" Hilton, passengers on the same train. So we were "fixed" for company, and were soon seated and "railroading" at the rate of ninety miles per hour. Our conversation dated back to the early '80's, when members of No. 30, B. of R. R. B., at Denver, and chuckled at famous and only "Boquet Bill," our financier, "Windy" Warner, chewing the fabric and cutting each other deep. Brother Weir would drop in at intervals and spring a new story, and the time was passed very pleasantly till Florence, the junction of the Florence & Cripple Creek railroad was reached. It is a neat little narrowgauge road, forty miles in length, between Florence and Cripple Creek. They have some rolling stock of their own, but the most of the cars and engines bear the D. & R. G. brand. Prior to our departure, Brother Weir introduced us to the conductor, who proved to be our old friend of seventeen years ago, Brother "Mick" Mahoney. Years and ill health have altered him much, but he still retains that big Irish heart that makes him so popular wherever he may chance to fall in. We were soon whipping around the curves of the heavy mountain grade at a decidedly good rate of speed—as is always attained where D. & R. G. men or rolling stock exist, and reached Cripple Creek about 7:30 a. m. To say we were very much surprised at the wonderful growth of this district, does not express it by any means. The entire hillsides for miles around remind one of a thriving western prairie dog town in spring time, for the paying mines and prospect holes are as numerous as patrons of a free lunch. We stopped one night in Cripple, and it snowed most of the time we were there, so we did not see as much of the place as we desired.

We met Brother Pete Munson, of Division 44, in the service of the F. & C. C. at Cripple.

We had the pleasure of meeting Brother Paddy Lane, who runs passenger from Florence to Cripple Creek; also got quite well acquainted with Harry Young, an old-timer from the U. P. and D. & R. G. roads, and like them very much. At

Florence we met Brother Geo. Foster, of Division 36, and his wife. He is running the D. & R. G. yard at Florence. We also had the pleasure of meeting Brother J. E. Duey, and hope he will not forget "piloting" us over to the D. & R. G. yard at Pueblo about 12:30 a. m., where we met Brother Mahoney, the gentlemanly night yardmaster, planted in a pair of carpet slippers and an easy chair, occasionally playing an air on the telephone to the tune of "Hello, Roundhouse! Is this you?" "Yes." "Well, give us a 'hog' for '69' at 3:30," etc. We talked over the trials and tribulations of early railroading in Colorado, when he, Brother "Jimmy" Grenier and Brother Frank Smith hustled freight on the old C. C. to Cheyenne, and quarrelled three times daily. We then went over and took No 8, with Brother Fred Graham, for Denver.

Division 44 is booming under the guidance of our new officers (not saying anything against the old ones.) We are making O. R. C. men—and good ones, too—at every meeting, and our young members are coming to the front and helping the old standbys push the load along. The boys all like Brother Clark, our Chief, who is as faithful as a stage horse, and never misses a meeting. We had our Division room filled at our meeting February 16, with as fine a lot of Brothers as it has ever been our lot to see. Brother Lon Pearce was there, which added much to the looks and dignity of the crowd, and Brother Sam Stewart, who is so well known all over the country as an efficient yardmaster. He hails from Portland, Oregon. We are glad to see such able men as these at our gatherings, so come again, boys. Many strange faces were to be seen.

Brother John Kissick and wife made quite an extended visit about the middle of February, to Florence and Cripple Creek, where they have many friends. They spent most of the time with Brother Shea and family. Brother K. is getting along nicely, and we hope to hear his pleasant "all aboard" ere long.

Brother Henry Aiken, of the D. & R. G., has been on the Manitou Junction run for some time. We are glad to know that Brother W. W. Hinkley will be on his run again in a short time. Brother Ed Miller, of Division 44, is in the employ of the Santa Fe at Pueblo.

Our Grand Chief Conductor and ye boss of our official organ, Brother E. E. Clark, was in our city the last part of last month, and I did not know of his presence in our midst until it was too late to see him, the fact of which I doubly regret, as I have never had the pleasure of meeting Brother C.

By a night position in a lonely spot in the N. E. corner of the S. W. $\frac{1}{2}$ of union depot yard, I am isolated from the outside world.
 Denver, Col. HOT TAMALES.

Editor Railway Conductor:

Having been elected as correspondent for '96, I think it about time to let the outside world know how Dodge City Division 300 is prospering. The installation of our new officers took place the first of the year, and the officers of Division 300 are second to none. After the installation Brother O'Day gave a short history of Division 300, noting its growth, prosperity, and the harmony existing between its members. Division 300 started in 1891 with twelve charter members, now we have fifty-eight.

The event of the season has come and gone. It was our fourth annual ball, which took place February 18th, and to say it was a success would be drawing it mildly. All our committees worked with a will up to the last moment, for its success. Words can not describe what our decoration committee did for the display that was shown the night of the ball. It was a surprise to every one. Brother Riley and wife, assisted by Brother F. Bayless and Brother Byers and wife were the decorators and designers, and we cannot give them too many words of praise for their work. To give an idea of the magnitude of the decorations, will say there were 800 yards of bunting, 1,000 yards of Japanese decorations, 500 Japanese lanterns and thirty-six stars from five to twenty-two feet in diameter, all showing the colors of the Order, red, green and white. The stage had a large star twenty-two feet in height with the words "Welcome, Division 300," and with a pair of hands clasped. At its base was a display of 300 hot house plants in full bloom, which were kindly donated by Brother Frank Pope, and beautifully arranged into a large pyramid by his daughter Della. To the right a "dummy" was standing with a full conductor's uniform, lamp on his arm and in the act of punching a ticket. To the left sat a flower-decorated table with the three lights of the Order, red, white and green. In the center of the hall and directly over the heads of the dancers, suspended by an invisible wire, was our monogram of the Order, which was hand painted on a piece of tin two feet in diameter. This work was done by Brother L. Byers' wife, after her own design, and she cannot be given enough praise for her taste as an artist and designer. The gallery had two headlights with the letters O. R. C. across their faces, which gave a person at first glance, an idea

that there was a head ender in sight. The music stand was one bower of beauty with its colored display of bunting and Japanese decorations. The A. T. & S. F. company gave passes to all employees, and their families and large delegations were present from Pueblo, La Junta, Raton, Nicksen and intermediate points. Our reception committee, with Brother J. R. O'Day at its head, left nothing undone for the comfort of visitors, and John is always the right man in the right place. The hand of hospitality that he and his staff extended to visitors that night will ever be remembered by them.

Many thanks are due and are extended to our trainmaster, T. H. Sears, and our superintendent, Charles Dyer, for the whole-souled interest they took in our success.

Brothers, when you come through Dodge City give us a call.

Dodge City, Kas "JAY" "BEE" "SEE."

Editor Railway Conductor:

The widely advertised "fistic carnival" is over, and owing to Uncle Sam, the preachers, Texas State Rangers, and a Mexican governor, combined, it was a failure, and many have been badly disappointed. Col. Dan Stuart, of Dallas, and the business men of El Paso are losers, as the golden harvest was not reaped. A more disgusted crowd it would be hard to find. Our little city has presented a very animated appearance for some time but the great uncertainty attached to the fight prevented hundreds from coming that otherwise would have come. When it did come off it cost a round trip ticket of \$11.65 to go nearly 400 miles to see it. Brother Charlie Allen took the crowd to the fight and brought them back all safe and reports a pleasant time with them. Fitzsimmons is on the streets since the fight with Hero his lion. His lion is very tame compared to the "goat" the O. R. C. keeps here, which is well fed and has already had several fights this year, which he won in the first round, and he is waiting for his next victim.

The weather is warm and balmy here like Spring, and strangers don't know what to make of it. Business is fair, everybody is working and the boys on the extra list are making a living.

Death has again caused Division 69 to drape her charter. Brother J. B. Briggs was instantly killed while switching on February 18 at Bisbee, Arizona. His remains were taken to Independence, Iowa, by his wife and sister, who have the sincere sympathy of Division 69 in their hour of trouble.

GEORGE H. AITKEN.

El Paso, Texas.

Editor Railway Conductor:

I have just received my February CONDUCTOR and in reading over the different items am reminded that I have been tardy, as I have missed two months since my first and last letter. But I have as an excuse to offer that we have been pretty busy since the first of this year on the "Memphis Route." During the month of January I made thirty-eight days, and am now four days ahead of this month, so I did not have much spare time.

Since the first of January we have added several members to our Division by transfer, also one new member, and have two applications under consideration. We have our grand dues paid and have a little nest egg for a rainy day laid aside. I think that is a pretty good showing and we all feel very proud over it, for it has been a long while since there was a surplus in our treasury, and it shows what a Division can do if it has good, honest and energetic officers at the head of it.

At our regular meeting on February 2, Brother D. S. Barackman, Chief Conductor of Division 32, was with us. Brother B. is well posted on O. R. C. business, and he gave us some valuable pointers, which were thankfully received.

I was much pleased with the letters of the Brothers from Divisions 122 and 175 in our February CONDUCTOR and I hope that you Brothers who have the ability to write on such subjects will not tire, but keep it before the members of our Order, and I am sure that your labors will be rewarded in the end.

On March 16 the General Committee of the Memphis Route is called to meet at Memphis, and as I am a member of that committee I shall probably have the pleasure of shaking hands with some of the Brothers of 175.

Ft. Scott, Kas.

W. J. WILKEN.

Editor Railway Conductor:

Have just finished reading the February number of THE CONDUCTOR and I think, Mr. Editor, that it even excels the January number. There is certainly a reason for this, and it is evident that the Brothers have awakened to the fact that if they would make THE CONDUCTOR a success and interesting to read, they must do their part by contributing an article now and then. Don't let us stop at this, but let us endeavor to be more faithful to the interests placed in our charge, both to our employers and to our fellow men, and with a full determination that if we haven't been as regular in attendance as we might have been we will try to do better.

Important matters come up at every meeting that require the thoughtful

of every Brother. We must try and induce other conductors to unite with us and become the very best kind of men by trying to live up to the principles of our Order. Unless we do this we will lose ground.

Junction was threatened with a serious conflagration February 21, which became so threatening that the mayor sent to Phillipsburg for assistance. The Centennial Engine and Hose Carriage were loaded on a flat car and made the run of sixteen miles in twenty-one minutes, which was considered good time, as the track is very crooked between here and Junction. The timely arrival of the fire company saved a good portion of the village from destruction.

Brother John Bogart and wife have the sympathies of their friends in the loss of their youngest son, Harvey, January 4.

Brother Phipps, our efficient and worthy secretary, was called to Concord, N. H., to see a very sick sister in January. February 19 he received the sad intelligence that her sickness had resulted fatally. Brother Phipps has the sympathy of all in his sad loss.

A remarkable accident happened to our limited freight on the night of February 4. When they arrived at White House one pair of trucks was missing from a car. Upon investigation, the missing truck was found at Annandale, six miles west. One pair of wheels were on the west bound track, while balance of truck laid clear of the east bound track. Can anyone explain how this truck got from under car without throwing same off track?

Our main line (central division) was tied up February 6 on account of a heavy rain that raised the North Branch and Raritan rivers so high that our tracks at Bound Brook were under several feet of water. To add to the confusion and loss the high water slacked some lime in a lumber yard, setting it on fire and burning it up, as well as the Presbyterian church and several dwelling houses, while the firemen stood by powerless to do a thing on account of the high waters. Brother John Dent moved his family to Dunellen before the flood came.

I haven't heard anything lately from the Ladies' Auxiliary here. I'm afraid this silence bodes us men no good. Possibly they are getting their machinery lubricated so that it will be in good working order when the long looked for "Oh, Why" degree looms above the horizon. The signal board is up, so will stop for orders.

Phillipsburg, N. J.

WM. C. ROWLAND.

Editor Railway Conductor:

As everything is running smoothly and as I have

been away for several days, I will not have much news this month.

Tonight is meeting night and I hope the boys will not forget themselves. It is about time for a big attendance for business was dull this month and some of the boys lost a Sunday or two and were shy of a full month. Look out! ye younger heads.

Brother Lynch has received his commission as assistant trainmaster. We hope he will make a success of it. Brother Kelly, of the Jackson branch, will assist Brother Lynch, both having received their commissions about the same time.

Brothers Andrews and McGuire are manipulating the punch now.

We see Brother Davenport out with his new rig. Tom knows how to take comfort and pull a bell cord.

Brother Herbert says he will be in full dress and beard at the sixth annual ball given by Division 241, April 8. Don't forget the date.

Mont. don't like a dog house caboose. Never mind, Brother, R., the three spot will be a cupola "bye and bye."

Peace and quiet prevails on the Cairo branch with Brothers Freeman, Turner and Butt on their runs again.

They tell me Trilby took unto himself a better half. May success always be in your path, Trilby, old boy, but be careful of people bothered with heart trouble, they make some people lose time some times. OLD ROCKS.

De Soto, Mo.

Editor Railway Conductor:

I have read THE CONDUCTOR for a long time and have searched in vain for a communication from No. 95. Not having seen anything from our regular correspondent, I thought that I might, without intruding, say a few words in answer, or, rather, on the line of "Jack Rabbit's" last communication.

I don't think there is a Brother in the Order who will deny "Br'er Rabbit's" statement, that our boys should be eligible to promotion to any office in the gift of the company for whom we are working. But how often do we find a trainman occupying these positions? It is true that many roads recruit the ranks of trainmasters and superintendents from our ranks, but those who do not are far more numerous than those who do.

If we say nothing of the justice of the matter and consider only the consistency, we must all accede that no man who has not served as a trainman should be eligible to the positions of trainmaster and superintendent.

I will just give you a sample of the work of a

chief dispatcher who was promoted to his position from the office of agent. I was on a train we will call No. 309, west bound. I had some empty stock cars in my train. I had orders from the superintendent to leave one "standard" stock car at A and one "palace" at B. A wanted two "standards" but told the dispatcher that he could use a "standard" and a "palace" and asked for the "palace" ordered to B, as B did not want to use the car. The dispatcher said, "no; let the car go to B, where it is ordered, and I will have No. 98 bring it back to A tomorrow." This caused a mileage of eighty-two unnecessary miles on this car.

I do not think we should incur any man's displeasure for aspiring to be general manager, or to occupy any higher office, as far as that is concerned. Let no member throw a wet blanket on the flame of his ambition. Men without ambition or aspirations are "slow coaches." Do not let your ambition stop short of any position for which you are qualified, my Brothers.

Almost daily, in conversation with men who are observing the progress of our people, these men say, "There is a vast difference in railroad men now and twenty or thirty years ago. They are now a class of men who cannot be surpassed when compared with any other class of men in our country." I hear this often, and, as I stated before, from men who know whereof they speak.

I have written more than I intended when I began, but I want to add one more word. I admire THE CONDUCTOR and would be glad to see it twice a month instead of once, but I would like to see some discussion, among the correspondents, of practical railroading, interpretation of train orders, etc.

SIVART.

Oberlin, Kas.

Editor Railway Conductor:

Among our officers for 1896 are D. W. Chandler, C. C., (his second term) and Brother A. H. Burbank, S. and T., (his third year). We think them excellent men to have charge of our Division. We could ill afford to lose them.

Brother J. T. Woodbury runs the paper train Sundays. Brother L. C. Flanders says Potter Place is the coldest place on the Concord division. Brother Flanders keeps us all good natured, for he most always has a good story to tell.

The R. R. Y. M. C. A. intend to get into their building by March 1. There are 270 names on the roll of membership and we are in hopes to get 300 by March 1. A reception was tendered the Secretary, Mr. R. E. Burleigh, and wife, a few evenings ago at the rooms of the Concord Y. M. C. A., and a pleasant evening was passed.

Mr. Burleigh and wife are very pleasant people to meet, and we trust the work will prosper under his leadership.

May health and prosperity be with all members of the O. R. C. and L. A. C. F. C.

Concord, N. H.

vere illness of our worthy Brother J. M. Larimer, who is confined to his home at Streator, Ill., at present in a very critical condition.

Chillicothe, Ill.

CORRESPONDENT

Editor Railway Conductor:

Illinois Valley Division 222 is in good shape, both numerically and financially, and we have started on the year under very flattering prospects. Should we continue to increase our membership there is no reason why members of 222 should not feel proud at the close of 1896

Three new members since January 1 and others on the way.

The retrenchment inaugurated by the officials of the Santa Fe on the Chicago division has sent a number of our members back braking and some on the extra list of conductors. The boys are taking it good naturedly and hope, with the officials, that business will soon pick up, enabling them all to look our genial agent in the face and call for a good large check again.

Some of the "boys" have taken extended leave of absence. Brother Clark, our very efficient Chief Conductor, is sojourning in his native state, Delaware, and dame rumor says "well, he won't return alone."

Brother Devol has gone to the wilds of Colorado for recreation among the snow tipped mountains. He will return in April.

Brother Eagy is at the bedside of his most estimable wife, who was taken suddenly ill with a very severe and aggravated case of la grippe while visiting in Battle Creek, Mich.

Brother Roberts is at Joliet, with his family, attending his young daughter, whose life is despaired of. Brother Roberts is on the invalid list.

Brother L. E. Waggoner has taken thirty days leave and will visit in Little Rock, Ark., and Galveston, Tex.

Brother C. McNeil, wife and son, Bert, are visiting in Bellevue, Ohio.

Our very efficient Secretary and Treasurer Green is busy gathering in the money due from members, and so far has been very successful. During these very hard times it has been a little difficult for some to pay. However, none have fallen by the wayside, and we hope none will be found on the suspended list.

Brother Moreland has been in Topeka for the past week in conference with General Superintendent Mudge regarding the reinstatement of Brother John O'Connor. He met with partial success and has very bright hopes.

We are again compelled to record the very se-

Editor Railway Conductor:

With much pleasure I avail myself of this, the first opportunity that has presented itself since the honor of Correspondent for our Division has been conferred upon me, to say a few things which I trust will prove of interest to you.

First I would with pleasure tell you of the prosperous condition of Division 190. We have a membership of seventy-eight in good standing, and a fine lot of fellows they are. You should have been present with us on the 14th inst., at our second annual hop, and witnessed their gallantry to the ladies and their general deportment. To me it was a beautiful sight. There were 250 ladies present, and 500 people in all. The hall was beautifully decorated with bunting, flags and potted plants, making an impressive and magnificent sight. On entering the hall the ladies were presented with a beautiful souvenir, made of silk ribbon of the three different colors; a rosette of green, a streamer of red and white silk ribbon, on which was painted by hand "Compilments of Div. 190, O. R. C." The ladies were delighted with them and all wore them. The next thing to occur, after about four hundred people had assembled, was to adjourn to the opera house, which adjoins the hall and connects by the doors being thrown open. Nobody knew what was coming, so imagine their surprise when they were introduced to Miss Ritter, of Wheeling, a charming young lady and one of great talent as an elocutionist. The opera house was packed; not even standing room could be had, and the liberal applause the young lady received was richly deserved. After being called several times, Mr. B. C. Taylor, whose reputation is known in almost every state, appeared and began by telling a joke on Brothers James Flanagan and A. A. Carney, of which the audience showed their appreciation by rounds of applause. He then entertained the audience for fully half an hour, keeping them all the while in constant roars of laughter. After this the band struck up, the grand promenade and the ball was opened. Brother A. A. Carney stood at the head of the hall and, assisted by our genial Brother Pat Burke, presented each lady as she passed with a beautiful program and a flower. If you are old you would be young again, for the time, boys, could you have seen that beautiful procession of handsome women and men, laughing and jesting as they passed. About 12:30 supper was furnished at the Ward House, and what

a supper it was. Everything in season was furnished in abundance and the guests showed their appreciation in a very substantial way. Socially this enjoyable affair has exceeded our highest expectations and financially has equalled them. I must not forget to tell you that our train master, Mr. U. B. Williams, a gentleman whom every member of our Division holds in the highest esteem, was present and is as proud of our success as any of us.

There is just one thing else I would say to you before closing which will interest you possibly more than everything else I have said. Brother Frank C. Flanagan, a worthy member of our Division, has been promoted from his train to the responsible position of general yard master at Parkersburg, W. Va. In this position he has to act for both the B. & O. and B. & O. S. W. railroads. Things have not been moving along as smoothly as the company wanted and expected them to there, hence the services of a practical and experienced man became absolutely necessary; the company realized it and have placed this worthy and competent gentleman in charge. What the result is you can readily imagine; everything is moving along smoothly and serenely and the company is saving money by their wise choice in this matter. I don't think they will be slow to take advantage of future opportunities to place men of our class, whose experience, long and faithful service, has schooled and fitted them for these positions. May the good work go on.

Parkersburg, W. Va.

R. C. E.

Editor Railway Conductor:

Our members all seem to be interested this year and we are having good meetings and good attendance. We did not have a ball or a banquet at our installation, but we had a good time in general and everybody went home feeling happy. We think we have the finest little Division in the state. We have had several drawbacks in the past, but we are not discouraged, but going right along, and would be pleased to see any of our friends, show them our Gem City, and try to amuse them while here.

Your humble servant has been chosen to do the writing for THE CONDUCTOR from this region. He is not much on that kind of business, but will try and tell you from time to time of our Division and what we are doing for the good of our O. R. C.

G. E. R.

Dayton, O.

Editor Railway Conductor:

It behooves me to try and make a showing. One hundred and thirty-two has

53 members, all in good standing. Brothers Guerin, Carrell, Conway, Cook and Rives are the narrow gauge passenger men; while Brothers Long, Gilmore, Brennan, Hawthorne and Bunburg do likewise on the standard gauge. Brothers Johnson and Maloney hold down the Alamosa mixed. Over Marshall Pass, on freight, we have Brothers Riley, Vanderburg, Perkins, Shively and Kennison; while Brothers Ware, Willis, Fifield, Roberts and Dale hold down the standard gauge freight runs. Brother Bastow is in the employ of the F. & C. C. Ry. out of Florence, Colorado. Brother Dunn is flirting with the fickle goddess of fortune, buying and selling mining stocks at Victor, Colorado. By the way, there are several Brothers here who are interested in Cripple Creek mining stocks, and may they strike it rich is the wish of yours truly. Brother Sexton is the G. Y. M. here; the right man in the place. Brother Harry Angell has become a full fledged miner. He expects to strike it rich in the hills near Salida in the near future. Brother C. J. Keating is now catering to the wants of the inner man, having entered the restaurant business here.

Salida expects to have a little boomlet this coming summer, some very rich float having been found in the hills right at the edge of town. The indications are every bit as good as Cripple Creek had before the boom struck there.

Salida, Colorado.

W. H. HUFFMAN.

Editor Railway Conductor:

It becomes my sad duty to announce the death of Brother Geo. N. Condo, of Division 172. He died Feb 9, of paralysis of the brain. He was only thirty-one years of age. He told his pastor, "it's all right, I'm not afraid to die." How many of us can leave this evidence behind? His father remarked during his illness, "he was always a good boy to us, he is as true as steel." This is the fourth time death has invaded our ranks. One by one we are called home; who shall be the next?

Brother Humphreys is still improving, and we expect to have him with us at our next meeting. He had a close call, and his recovery we think almost a miracle.

We have been favored by visits from various Brothers from Division 114, and say to any other Brothers, remember the latch string of Division 172 is always on the outside for all true and loyal members of the O. R. C.

"S."

Altoona, Pa.

Editor Railway Conductor:

Through the columns of THE CONDUCTOR, of

which I am an inveterate reader, I will state that Division 138 is in good working order and is one of the best Divisions located in the Hoosier state, with its reliable and efficient officers. With a corps of congenial and trusty officers I trust we will show a very prosperous year. But, Brothers, without your presence in the Division room, it will be hard for them to give entire satisfaction, so do not wait until you are in need of help before you attend. I think, if we would apply the rule that a Brother's case would not be taken up unless he had attended the Division according to law or been properly excused, we would see a better attendance. We are occasionally taking in a new member. The sixteenth of February Brother James Curran made his first trip, and brought in the goat in fine shape. There is more good timber that will soon be in line. We have gained several members by transfer, and occasionally lose one in the same way to Division 292. We have several Brothers on the sick list. Brother Gordon has been housed up for several weeks, but is convalescing, and we are confident that pleasant weather will bring him to his post again. Brother Brooks, who has been laid up for several months with an injured limb, is being treated by a specialist in Chicago. We are pleased to learn he is on the mend, and we hope to see him in our midst very soon. I am a little late, Brothers, so I will have to give a high ball for this time, or lay over for another schedule.

J. D. P.

Garrett, Ind.

Editor Railway Conductor:

Well, I guess I have got my foot in it this time. The regular correspondent of "3 I" Division 118 has failed to register in or else has not arrived yet, and on account of me coming in on an extra "ahead of time" the boys requested me to represent this flourishing Division again.

I expect I will be reprimanded, but there are a few Brothers on the line that are going to see their names in print, and some who do not should not be offended, for it may be their turn next.

I should think Brother J. A. Larimer would have the road down "pat" by this time, from Streator to Chicago. I might be mistaken, it might be the road to matrimony. You must keep a careful lookout and not break in two, for there are a great many ups and downs enroute, and a great many have very "rocky ballast." We all wish you a long and prosperous journey.

How about Brother Johnson? They say he buys stock but don't have time to feed them, and is laying off a few days to tend to them right. W. N., why don't you hire a boy to take care of

them? There are plenty of them to get, and you should make hay while the sun shines. By the way, what was your errand over to "33" a few days ago? You should take better care of the feminine sex while in your charge. We'll excuse you this time, but be more careful in the future. The latest talk among the traveling public is why are Bro. Lankford's coaches more brilliant than those on Brother Potter's train. We will tell you all about it. A traveling man on "Hebe's" train insisted on the popular conductor taking a chance on a \$150 diamond; finally gaining his good will, he pulled out ticket No. 3, this being so small he took one more pull and got 93, expecting probably to never hear from it again. In a few days he received a telegram stating 93 won the diamond, hence the brilliancy.

Will someone ask Brother Clendenen where he got that large rooster and what peculiarity there was in that fowl that made it so large and tender. You will either have to tell us or else give us an invitation the next time you have one. The "wild cats" are having more business than they bargained for since the "3 I" commenced running into the new terminal. The company have put on two more crews. We all hope that business will always continue this way.

Our Division room was not very well filled last regular meeting day, but we took in three members by transfer. We are still adding to and building up. Let every member help the good cause along, for in union only there is strength.

Several of the Brothers here are getting the Cripple Creek fever, and I expect before many moons some of them will be prospecting in the wild and woolly west.

Should be pleased to hear from some Brother who has been there, so we will all know something about it.

H. B.

Streator, Ill.

Editor Railway Conductor:

I do not know whether Division 76 has a correspondent or not. If we have, he is hiding his light under a bushel, or something else, for I can not remember when I saw anything in THE CONDUCTOR from old reliable 76.

We are still doing business at the old stand, have a large membership, and visiting Brothers are always sure of a hearty welcome.

We re-elected Brother John Ballons C. C., and Brother W. A. Shafer S. and T. at our last election, and I will say right here that our officers do their duty and attend Division meetings faithfully, but I can't say as much for all our members. Our very existence depends largely upon this one duty, for if no one took interest enough to go to

meetings they would never be held, and the Order would necessarily cease to exist.

I frequently hear a Brother make remarks derogatory to the character of some Brother. Now, every one of us took an obligation not to do this, and it is wrong. I maintain that a Brother should not make remarks which are liable to injure a Brother, but should defend a Brother against such remarks from anyone else.

It has been found by men who have spent their lives and grown grey in railway service that organization is necessary for our preservation and our protection, and I might add, to our very existence—for to the average American citizen his liberty is his all.

Now, if organization is necessary, let us make our organization a success. Let us attend Division meetings as often as possible. Let us not traduce or slander our Brothers, nor allow anyone else to do so.

I have not heard much lately about federation. I should like to see the conductors and engineers federate. The brakemen and firemen are looking forward to promotion, and they are only human. Promotion to the brakeman or fireman means for him to take the place of the conductor or engineer who preceded him, and the average man cares never a cent how the man in his way got let out so long as he gets the position. This is not as it should be, but, nevertheless, it is true.

Well, the caller has been here and called me for No. 23, and I guess it is well that something shut me off, or I might have given the readers of THE CONDUCTOR that tired feeling. I run between San Antonio and Houston and we are getting along very nicely at present and making good time.

T. T. ADAMS.

San Antonio, Texas.

Editor Railway Conductor:

International Division, No. 48, O. R. C., frankly acknowledging the charge of negligence, now applies for admission into your charming circle, and desires to occasionally occupy a small space.

We have diligently perused the many interesting communications from the several Divisions and Auxiliaries, which undoubtedly has created the inspiration that resulted in the election of a correspondent, which, I am informed, is the first during the long existence of our Division. Brother McAllister, being the author of this action, is just the one adapted to that position, but regardless of my numerous efforts to escape, I find the sentence pronounced upon me.

We have a membership of 152, and although

our members are too scattered to afford a large attendance, our meetings are always interesting and entertaining.

Death has again invaded our ranks and removed from our midst Brother W. B. Smith, who, after a brief but severe illness, departed this life January 30. Fitting resolutions have been adopted and the heartfelt sympathies of the Division extended the grief stricken wife in her irreparable loss. Brother Smith was also a member of C. M. B. A. We understand that Mrs. Smith, who is a member of the Ladies' Auxiliary, will hereafter reside in Pontiac, Mich.

We have a very thriving Ladies' Auxiliary to which much credit is due for being instrumental in frequently calling us together socially. A very successful ball recently given by the ladies will long be remembered by all who were fortunate enough to be in attendance. As the assertion has often been made that men govern the world, and that women control men, suffice it to say that, granting the world is bettering itself daily, the bettering can only come from the hearts that beat in common brotherhood with the world. Men and women are seeking to be of service to their fellow beings, and striving to make plainer to clouded eyes the paths that lead to a comprehension of the true life, and the better way of enjoying everything that is in it.

Not one of the least important subjects of which I desire to make mention is the remarkable career of Brother J. F. Thorpe, whose active service as a passenger conductor on the G. W. & G. G. R'y extended over a period of forty one years. Our esteemed Brother is able to assert that during this time he was so fortunate as not to experience any of the accidents that so frequently occur in situations on railways, and it has never been said that a passenger received any injuries while in his charge. Having now attained the age of seventy-four years, Brother Thorpe has retired from the field, and we trust he may be spared to long live and enjoy the fruits of a successful career.

We were afforded the pleasure of having with us at our last regular meeting Brother E. L. Schaffer, Past Chief Conductor. About three years since Brother Schaffer, while in the discharge of his duties, was seized with paralysis, and although every treatment has been applied to restore him to health, he is still unable to walk and is conveyed from place to place in an invalid chair.

Our Junior Conductor, P. J. Richardson, has announced his intention of leaving our city to accept a position in Chicago. We regret this re-

moval very much; it takes from our list one of the most attentive members and a frequenter of the numerous entertainments given.

Detroit, Mich.

C. W. HITCHCOCK.

Editor Railway Conductor:

At the last meeting of Hollingsworth Division, No. 100, we initiated G. C. Longhenry in good style. J. C. McCarty and J. B. Hanning, of Nelsonville, O.; I. L. Emerick, Logan, O.; Milo S. Gleason, Morrow, O.; J. Shanklin, E. Cosgrove and J. W. Thornton, of Columbus, O., were present. I don't think any of them have been seen in Division for some time, but, boys, come again and don't forget our ball on April 30. Visitor J. H. Shellabarger, of Division 351, was also present.

Brother H. E. Smith, now conductor on N. & W., had his thumb pinched and the end taken off while pulling a pin. Am glad to say he is improving rapidly and will be out, ready for duty, in a few days.

There is nothing of importance transpiring in Columbus. Business is very dull in railroad circles at present.

C. W. S.

Columbus, O.

Editor Railway Conductor:

As quite a number of railroad men have come down into this country expecting to obtain employment when they were not in possession of sufficient funds to pay their way out, I consider it proper for me to advise railroad men of all classes that they had better not come down to this country unless they are in possession of money enough to get back home on. There is but little business here for railroad men and the pay for conductors is \$200 per month, and for brakemen, \$75 per month, in Guatemala silver. It takes \$225 of this money to buy \$100 in American money. Living, room rent, etc., are very high here, and it is a sickly and risky place in which to live. Yellow fever frequently prevails, causing many deaths, and many men have come down here from the United States, expecting to find things favorable, and are now sick in the hospitals.

F. W. Houghten, O. A. Sproul, J. C. Carroll, D. L. Warren and Jack Barcene are running freight trains here, and S. T. Coffman, A. W. Nixon and C. S. Smith are running passenger trains. Other Brothers are running the yards at San Jose and Guatemala and are all O. K.

D. L. DEAN.

Guatemala, Central America.

Editor Railway Conductor:

There is a corduroy road up here in Michigan

that was built for logging purposes. It was swamped out about fifteen years ago for a distance of one hundred and eighty-two miles, and has probably been one of the most successful (so far as finance is concerned) feeders of the Michigan Central system. We have engines and cars, (mostly flats), and call ourselves railroad men. I am not quite sure that we are entitled to use the phrase, but as there has been none to question our rights we do business under such a title, and have carried our ideas so long that we would now feel offended to be deprived of the term. On the 15th day of March, 1889, we conceived the idea that we should be entitled to all of the rights and privileges of an organized body of railway men, so organized a Division of the Order of Railway Conductors under flying colors, and made G. H. Hill, a Canada man who had been sent to our ranks to teach us how to run a first-class "hobo" train, its C. C. At this time we were hauling logs for \$70 per month the first two years as conductor, and \$75 thereafter. We made for this any amount of mileage we were asked to make; often exceeding 4,000, and not infrequently being on duty thirty six hours.

We met in Division, talked the matter of getting these grievances adjusted, communicated with other Divisions, appointed Wm. Bushord, of Michigan City, C. A. Sperry, of Detroit, G. L. Fish, West Bay City, Alex Smith, of St. Thomas, and Howard Lead, of Jackson, as a committee to confer with the officials, and on the 15th day of October, 1890, we got their official signature to an agreement that raised the pay of the passenger conductor about \$10 per month and the freight men over 25 per cent, and getting articles of agreement that puts the Michigan Central in the lead of any road that I know anything about as concerns pay and comfort. Our conductors have made, in the logging business, over \$148 and the brakemen have exceeded \$105 in a single month on our division, and have made it easier than we made our \$70 previous to 1890. Now, does this speak anything for the Order of Railway Conductors, and organized labor in general? Does it pay to organize? You can't find a "Mackinaw ham" here that knows how to roll a cog off from his brake wheel but wears a pin, either O. R. C. or B. of R. T. We well know the benefits of the Order in different ways. Many of our men have been injured and killed and their families provided for, and those with crippled limbs have the satisfaction of knowing they don't have to ask alms. At this writing one of our Brothers, Louis Bossclair, is passing away to the unknown with assurance that he is leaving his wife and four babies something besides poverty (thanks to the

Benefit Department of the O. R. C.) Brother Thos. M. Brown, while engaged in making a coupling on the 9th of last month, got his head against a Michigan fruit stick and a flat car stake pocket, and fractured his skull; he will live, but his physicians say he was one in a million to pass through the ordeal. Kind hands have administered to his every want, and he knows the benefits of organization.

Our wives are getting up a little surprise for us, (they don't think we know what it is, but we can guess) They hold meetings and give ten cent suppers each week at the different homes of the society, thus forming new acquaintances and renewing old—which makes a better feeling, if possible, exist.

Business is booming here now, but a good many of our men are laying off. This gives our younger men some little discouragement, as it gets monotonous to brake all of the while. We have men who are competent braking here, who have been in actual service for nine years and yet doing the polishing act. So you see, this isn't the place for a man to go west and get a train in a year. Our men are all promoted from the ranks, and promotion comes slowly. This is a good showing for the road, as a situation as brakeman pays as well as some conductorships do on other roads. Our officials know when they get good men and do not think it best to make changes for trifling offences; in fact, they give the men the benefit of the doubt, and believe suspensions are preferable in many cases to dismissal.

Our regular trains on this division are manned by G. B. Coryell, Jas. Sweeney, F. A. McCall, A. B. Hopper, W. L. Marshall, R. J. Brown, L. H. Alverson, Ed. Mathews, Jas. Ball, A. Hogan, G. L. Fisk, Geo. Wills, Frank Marshall, Adam Gierkel and Burr Martin. In the rounds are N. Barnhart, Thos. M. Brown, Louis Bossclair, Geo. McFadden, Calvin Campbell, John Kirby, V. B. Jackson, Wm. Hammond, Jerre Ryan, Jos. Flynn, A. Cummins, Joseph Carse, John T. Bart, Frank Carse, Chas. Cushway, Ross Sherman, Frank Richards, Jess Reynolds, A. P. Daverty and Jas. Hayhoe. Frank Laverty resigned his position as conductor on the division last week.

We had one initiation last meeting and four applications. We are doing business in the old stand and the year 1896 opens up for us with bright prospects.

West Bay City, Mich.

"DUN."

Editor Railway Conductor:

There has not appeared anything in the col-

umns of THE CONDUCTOR for some time from Division No. 349, due to the fact that the Brother who was elected correspondent failed to discharge his duty; but the boys were very kind and considerate and re-elected me under the promise that I would do better in the future. Some of the Brothers say, as they did not find anything in THE CONDUCTOR from Division 349 in January, that the promise seems to be of little effect. I would like to state that I was sick two weeks last month, and hope the Brothers will accept the above as an excuse. It is not well to inflict reproof on others when we know that we are too impatient to endure it ourselves.

I am glad to inform the readers of THE CONDUCTOR that 349 has a nice little surplus in the treasury and is in a prosperous condition. The boys are getting plenty of work to do and seem to be very cheerful. The following officers have been installed for 1896: W. T. Wells, C. C.; H. J. P. Kello, A. C. C.; W. J. Davis, S. C.; R. J. Jones, J. C.; J. T. Tench, I. S.; W. L. Buford, O. S.; G. W. Richardson, S. and T.

Creve, Va.

H. J. P. KELLO.

Editor Railway Conductor:

Division 106 is prospering as time goes on. Our roll is swelling gradually. Brother McLees, Brother Nicholas and Brother Richards have transferred from Division 38. We also have a candidate for next meeting who will undoubtedly find our goat in good condition, ready for duty.

Brother Kearney is roaming around—well, Mary Ann is away on a visit to her folks, and poor boy is afraid to stay alone at night. The consequence is, he is getting gray fighting spooks, but he says it is all right as long as he don't get bald.

Quite a number of the Brothers had a week's vacation while the false work on the government bridge was being replaced that had been taken out by the ice. Business around Rock Island was at a stand still, while a few of the Brothers were caught on the west side of the river and made pretty good miles running via West Liberty to Clinton over the B., C. R. & N. Ry.

Brother Archer has been on the sick list for a couple of days. They say he was home sick, as the river was between him and his wife and boy for a week, but a few doses of quinine will fix him out O. K. Business was slack prior to the bridge trouble, but we have plenty to do at present, cleaning up. Brother Dizotell has donned a blue uniform and is a full fledged passenger conductor.

The L. A. to O. R. C. are to give a grand ball

and reception on Monday, April 6th. It will be a success, as they never undertake anything but what they are successful at.

X. Y. Z.

Rock Island, Ill.

Editor Railway Conductor:

Immediately after election of officers in Division 56, Brother J. Clark Sheldon, of Division 312, assisted by Brother J. J. Dignun, "better known as Sly Jim," as Marshal, installed the officers for '96. The re-election of Brother Ellsworth to the position of C. C., of Brother McCool as A. C. C., and the promotion of Brother Allyn from S. C. to S. and T. shows that the members of 56 know a good thing when they see it.

Division 56 is composed of Brothers employed on the N. Y. C. & H. R., D. & H. C. and West Shore R. R., and every meeting day you will see all the boys getting their orders O K to run extra to the Division room. The first man you see on entering the hall is Brother McCool; how can you help it, he weighs 300 lbs. He meets you with a smile, but says nothing, only points his finger in the direction of Brother Ellsworth, who will clasp you by the hand and whisper something in your ear, at the same time he will point out to you Brother Allyn, who has a seat in the corner of the hall and he always keeps a stock of receipts on hand ready to give them out to Brothers who want to be in good standing for the year. We have some very interesting meetings, but am sorry to say that some of our Brothers are slack in regard to attending. Brothers, if you want to know what is going on, go to the meeting; if you don't go, take your medicine kindly and pay the doctor's bill.

Am sorry to say that we have no Ladies' Auxiliary located in Albany, but there is one lady who has not forgotten us. Mrs. G. H. Ellsworth presented to Division 56 four (4) handsome altar covers, with the number of our Division worked on each of them in gold; also two very pretty book marks. The presentation was made by our C. C., Mrs. Ellsworth's husband, and was replied to by Brother O'Brien, to the satisfaction of all.

One word to the Brothers who are still in darkness in regard to the new work. Come around to the meeting and we will see that you are fixed up all right. It is a pleasure to our C. C. to help you out of your trouble.

C. M. C. K.

Albany, N. Y.

Editor Railway Conductor:

At the last regular meeting of Independent Division 374, we had an excellent turn out. I hope all the Brothers will try and attend

every meeting, and I know our C. C. would be pleased to see them.

Brother Thos Keefe has been on the sick list, but is at work again. Brother M. Harrison is sick, but we hope to see him out soon, for all the girls are asking, "Oh, how is Mike." Brother M. McCain has joined the church and all the girls say he is a different man. Can it be that he intends to take to himself a better half? Brother J. J. McCann has made a visit to Scranton about every two weeks for the past year. Jack says he is trying to help Division 80, L. A. to O. R. C., and when they have their next annual ball that Brother J. T. Walsh will not have to get a lady for him to go in the march. Brother Jas. Lyons says Perkinsville is a dandy town. Brother E. C. Ostrander says towns could not hold him; the city of Binghamton is just the place. Brother A. C. Smith is giving lessons to the boy that arrived at his house, to meet and pass trains on single track. Brother Martin Mangin says the city of Elmira is good enough for him. Brother John O'Brien says Syracuse is a very nice place, and much better than Corning.

The L. A. to O. R. C. held their first annual ball January 27, at Bundy Hall. The march was led by Mr. and Mrs. J. T. Walsh. There were seventy-five couples in the march. Mrs. J. H. Moore, Grand President, was there, from Toledo, Ohio. Brothers, you will have to hustle if you keep up with the ladies of Division 80, for I heard a great many say it was the best conducted dance they ever attended.

Our Division have adopted a new set of by-laws, and the Brothers think they are just what was wanted.

J. T. W.

Elmira, N. Y.

Editor Railway Conductor:

In a morning paper a few days since I read between the six short lines of a funeral notice a sad story, one that might have inspired Sims to something greater than even "Osler Joe." It was not the story of "a woman weak and wanton," but one bold and heartless. And when I think of the heartbroken husband occupying a drunkard's grave at twenty-seven years of age, the once happy home wrecked, the sweet little orphan girl being raised in an adopted home, who must in future years bear the disgrace of a mother who is living the butterfly life of shame, I must conclude that few of my Brothers to whom God has given a good wife appreciate the fact that God's greatest gift to man was true woman. Without her what would life be? Without her gentle, consoling influence what would we do when trouble comes thick and fast? No man's life, be he high or low,

can be perfect and pure, unless some good woman's image holds the first place in his heart. When you come in at the end of your trip, tired of the world and its trials, just shut the door on trouble, put your slippers on, take your good, easy rocker, kiss the little ones, put your arm around your wife, kiss her and tell her she is the sweetest and best woman in all the world, then see how her face will brighten, she will then know that you love and appreciate her. If you come in worried and tired, don't vent your spite on your wife. If she makes little mistakes don't growl, just kiss and forgive her; be kind and affectionate, and you will have discovered the elixir that prolongs youth with its rosy cheeks and sparkling eyes and the tonic that stays the silver hairs. If Providence should take her to a better world you don't know how sadly you would miss her—you think you do, but you do not. It would be a sweet consolation if she was gone, could you say you had always "acted well your part," and had nothing to reproach yourself for. I think many of us have celestial beings guiding our footsteps through this unhappy world and interceding at the great white throne for our salvation.

We are very sorry that so few of the boys met Brother Garetson while he was here. It was quite impossible for them to be in on account of heavy freight business and the Mardi-Gras rush. We feel sure that the fine appearance of 93's officers would have made an impression on the Brother. They are all just the finest, except the humble Brother who is shown in full face type.

Brother C. O. Wilson and Mrs. Minnie Hugins were recently married at Flornaton, and a few days later Brother J. A. Owen and Miss Mollie Strickland, at the same place. We all extend our congratulations and best wishes, and hope that theirs will be an endless honeymoon. ☐ May the sea of matrimony be untroubled while they are crossing, and their barks safely across the harbor bar and into the port of eternal joy, when the voyage is ended.

NORICE.

Montgomery, Ala.

Editor Railway Conductor:

Well, here I am once more, ready to report for my usual work, tellin' the Brothers all over the country how things are done in Division 332, in Jonesboro, "Arkansaw." We convened Sunday, January 19, and it made the new officials think they were appreciated, for every Brother in the city attended the Division. Brothers, here, there and everywhere, you do not know what a difference it makes to see a large attendance. The C. C. thought he was a great orator, the Brothers at-

tended so well. Try it once or twice more, and see if you can bluff the new set.

Business is good on the St. L. S. W. here at present, and 332 has its "business eye" on one or more victims. Let every Division, in 1896, rally 'round the banner, and each try to excel the other in attendance and attention to Division duties. Each and every member owes his Division attention and support in more ways than one.

We received Brother J. C. Cornwall by transfer card, so verily 332 grows day by day, and some day it will stand alone.

Spudz had the pleasure of learning where H. M. Fagan, an old time congenial friend and Brother was. He was for years conductor on the M. K. & T. out of Denison, Texas, but is now in Southern California doing a banking business. Success to you, H. M. Spudz, with other Brothers, wishes you well.

Brothers J. T. and E. B. Lynch, were recently called to Indiana by the death of an uncle. Brothers, you have the sympathy of the Order in your bereavement.

Brother C. S. Kretsinger has returned from Denison, Texas, where his brother, Walter Kretsinger, railway postal clerk for fourteen years, and well known to many conductors, was buried. Brother Kretsinger has the sympathy of all, and especially members of Divisions 332 and 53, where he is well known.

Brother Geo. Holdaway has gone to Water Valley, Miss., and is running train on the I. C. railway. Success go with him.

Brother Vaulaindingham, of 332, passed through our city, enroute to Jackson, Tenn. Brother Ben Powers, of Division 53, is working out of Pine Bluff. Brother Judd has gone to St. Louis for a small jaunt. Brother C. M. Lams has returned from Kansas City, Mo., where he had gone on a business trip. Brother T. J. Green is on through freight now; he used to handle the Little Rock branch, mixed. T. J. is also extra passenger man, and is O. K. anywhere he is found. Bro. F. R. Schroeder has returned to Jonesboro, and is running one of the locals to Pine Bluff. We are glad to welcome Brother S. home again. We were glad to hear from Brother Willard, of Division 332, who is at Smithville, Texas, on the M. K. & T. railway. Success to Brother W. wherever he may chance to locate. Brother J. L. Trogue has been looking like a "dude" for about a week, as Mrs. T. is visiting her parents in Mattoon, Ill. Never mind, Mrs. T., we will watch Jack for you. Brother C. E. Garrar has returned from Louisiana, Texas, and other parts, where he has been traveling with his parents on account of the poor health of his father. Brother

G., we hope the trip will and has proven very beneficial to your parents.

As Spudz used to be an "Old Mexico" chum of Brother Geo. C. Swank, when we were both serving the same master on the I. M. railway, I will, through the columns of THE CONDUCTOR, wish for Brother S. and bride, a happy and prosperous life.

Why doesn't every correspondent for THE CONDUCTOR put his whole soul in his work, like "Hot Tamales"?

Why do not the Brothers in Old Mexico keep us "fellers" posted as to the time there, as well as some of us try to do for them? SPUDZ.

Jonesboro, Ark.

Editor Railway Conductor:

On Sunday, February 24, the members of New England Division 157 were invited by Mascot Division, Ladies' Auxiliary, to witness the installation of their officers. The ceremony was conducted by Mrs. E. J. Palmer, assisted by Mrs. S. E. Gressley, Mrs. W. S. Edgerly and others, from Pine Cone Division, of Portland, Me. The floor work was done by Sister Gressley. I had an idea that the floor work would be simply a go-as-you please affair, and that they would step on one another's trails and then stop to argue. To say that I was surprised and agreeably so, would be a poor way of expressing myself, for the floor work was grand. I am sure my own Division will profit by witnessing that installation, for I understand already that some of the officers have taken off their celluloid cuffs and sworn a great swear not to be beaten by the Sisters. Our Chief Conductor, Brother Silsbee was called upon for a few remarks. The presence of ladies, however, seemed to unnerve him, and he left it to Brother Chapman to respond for the Division. Brother Chapman is the handsomest man in the Division, and the only real ladies' man we have, excepting Brother Cowell. On this occasion he sustained his reputation and that of our Order by his ready wit, which was heartily applauded. At 1:30 p. m. we adjourned to the Quincy House for dinner, which was paid for by the ladies. My wife even gave me "clove" money, for fear I would spend a cent. "Lemons and dark room included." All of the Brothers will testify that the dinner was a pronounced success in every way. Especially Brothers Walter Brown and Kennard. When the waiter told them that there was nothing more, they were in such a state that they had to be rolled over barrels. Brother Burns ate so much frozen pudding, that he was taken with the hiccoughs or he would have been rolled over a barrel, too. Brother S. . . be . . . with

a derrick. In hoisting him up it was discovered that he had some Roman punch in his pocket which he had ordered but would not leave. Brother Peckham was lost, but later in the evening was found still at the table, nearly dead. Timely assistance saved him. When all had been accounted for we adjourned to the parlor, where Sisters Mineum and Cowell sang a duet, accompanied on the piano by Sister Washburn. Sisters Parks and Beaumont rendered some fine vocal selections after which good-byes were said, everyone wishing Mascot Division success, and regretting that leap year does not come oftener. New England Division 157 begs to thank the ladies of Mascot Division for their invitation and courtesy. If the Sisters will pardon me, however, I would like to speak of one thing. I notice that the Sisters seldom introduce their husbands. As I heard one Sister say, that although she was a charter member and seldom missed a meeting, she was acquainted with only four of the Brothers. I made a note of it. I hope this will cause the Sisters to make an effort in that direction so that we may become better acquainted and a more brotherly and sisterly feeling prevail in this great and glorious Order.

On Tuesday, February 25, Division 157 held its second week day meeting, with a large attendance. We had one candidate for the slaughter, and the way the goat got his work in must have been quite a surprise to him, for the sole of one of his shoes was found in the ante room. The officers were on their metal, and, Brothers, if you want a treat, just visit our Division and see the new officers do the work. They may have had to hire a hall to practice in, but they get there just the same.

The presence of our worthy Secretary and Treasurer, Brother W. R. Mooney, who has been seriously ill and unable to attend to his duties for some time, lent additional interest to this meeting. When Brother Merrill arose and accused him of holding the winning hand, and with brotherly feeling presented him with a testimonial, signed by the members of this Division, showing their appreciation of his services as Secretary and Treasurer for the past eight years,—and with it a pot of gold,—there were very few dry eyes. Taken wholly by surprise, it was some time before Brother Mooney could give voice to his feelings. When he did, in a few well chosen words, we all felt the true inwardness of the words "perpetual friendship."

"Hot Tamales," refers to my description of the dresses worn by the Sisters at their entertainment. Suppose, Brother, you let your wife join the Auxiliary, and when you get home at night,

stand on a stool, clad very thin at that, while she pins on your anatomy the different articles worn by the ladies on such occasions. Every now and then she will forget that you are not a dummy. All the time you must be learning the names of the articles from her. Her speech will be rather indistinct, for the pins that are not in you will be in her mouth. I am sure you can readily understand how I came to be such a famous writer on dresses. The knowledge was simply pinned into me. So, "Hot Tamales," if you want a position with Worth, of Paris, you must serve an apprenticeship as I did, or forever hold your peace.

Your correspondent is glad to report that Brother Furgerson, of Eastern Division B. & M. R. R., who has been ill for the past two months, is improving rapidly and hopes to be able to resume his run in a few days. One and all join me in wishing such to be the case, for Brother Furgerson is "one of the boys." Everyone who has come in contact with him will testify to that, and no one ever traveled on the B. & M. R. R. who does not know Charlie Furgerson. Brother Davis has been transferred from the Eastern division to a Portland run. The right man in the right place. Success to you, Brother Davis. Brother Bowdish, more familiarly known as the "Pooh Bab" of the Division, has been quite sick, but is now on the rapid road to recovery. We hope to see him on deck at an early date.

What was Brother Drake doing with those two hot water bags he had last week? Little birds say "farming."

I don't say anything about the Fitchburg railroad, although some of the conductors belong to the Order. I would like, however, to meet them. Brother Neal, of that road, usually represents the road on committees, and always holds his end up. But your correspondent, who was a charter member of Division 157, knows only two of the members from the Fitchburg. Come and see us, Brothers. Bring your wives, and let a more united and friendly feeling prevail.

This Division has appointed a legislative committee to act in conjunction with the B. of L. E. in securing the passage of a bill relating to the state railroad commissioners. The bill provides that in case of a vacancy, a commissioner should be appointed who has had at least five years' experience in actual train service. The petitioners believe that in case of accidents a commissioner who has had no practical experience in train service is less able to fix the blame correctly than one who has had such experience, and furthermore, a practical railroad man is a better judge of safety appliances, etc. Among the workers for this bill are Brother Chapman, trainmaster N. Y. & N. E.

R. R.; A. A. Desse, secretary of the legislative committee of the B. of L. E.; C. K. Mitchell, engineer on the Fitchburg, and Senator Reede, conductor on the B. & A. R. R. I am told that there was no opposition to the bill, and I am confident that every practical railroad man hopes that it will become a law. G. E. S.

Boston, Mass.

Editor Railway Conductor.

Is the O. R. C. any good?

If not, why not?

I have heard more than one member say, "the Order is no good. If a brakeman, fireman or engineer has trouble a Grievance Committee goes promptly to the office and adjusts matters; if a conductor has trouble he is given his time and goes somewhere to hunt a job braking."

I have listened to such talk until I am out of patience.

I have remonstrated with the thick-headed individuals quoted above, to no purpose; now I am going to try to reach a number of them through *THE CONDUCTOR*, not that I think the guilty ones will ever read, or even see, this. But I must do something to relieve my mind and prevent an explosion.

They condemn and abuse their magazine without thinking that they are in any way to blame if it is not all that it should be.

Not long ago I said to one of them, "here is *THE CONDUCTOR*, don't you want to read it?"

"No, it looks like a seed catalogue; there is nothing in it worth reading."

To my certain knowledge that man had not looked between the covers of *THE CONDUCTOR* for months. And there are plenty of others like him and worse.

If the individual members of the subordinate Divisions would wake up and go to work they could have just as strong an organization as anyone. But no, they must sit around and read the latest scandal in the daily papers, then stroll off to the depot and stand around and gossip and spit puddles of tobacco juice on the platform and street corners for we women to trail our skirts through. There are always a few hardworking, stanch members in each Division, and on their shoulders falls all the labor. There are others who are members in name only. They pay their dues when they have to, to keep from being suspended, and think that is all that is necessary. If I couldn't be a better brotherhood man than these, I would take off my pin and withdraw, and if any one asked me the reason, I would tell them the truth; that I was too lazy to go to meeting, and too indifferent and stupid to read the magazine and talk and work for the Order.

I know well enough that you have long, hard runs, and lose sleep, etc., but I know, too, that you waste many golden hours in idleness, which might be spent in reading and thinking, and trying to find out the *reason* why you are slaves.

You stay away from the Division room time after time, without any reasonable excuse, thereby putting all the work on a few. You spend your time in idleness and pleasure, and expect to reap the benefits of their labor.

If THE CONDUCTOR is not as good as it should be, whose fault is it? Have you ever tried to make it better? Have you ever sent in one single subscriber? It takes money to publish any kind of a paper. The O. R. C. publishes THE CONDUCTOR and *gives* it to you, free of charge, and then you have the impudence to criticise it. All I can say for such people is: they certainly haven't brains enough to appreciate good, sound reading. If THE CONDUCTOR was filled up with love stories and scandal, I dare say they would read it fast enough. Shame on you, for your selfishness. That is the word, and it is the key note of all the trouble of these money-grabbing times. Brush the cobwebs from your brain and try to let a little light on your mind. If your Order is not what it should be, it is as much your fault as any one's. Try to make it better before you kick.

"Oh! wad some power the giftie gie us,
To see oursel's as ithers see us."

Little Rock, Ark.

L.

Editor Railway Conductor:

For the past few months I have been scanning THE CONDUCTOR with the hope of seeing something from our correspondent, but I looked in vain. He must have started out on the midnight local and got snowed in so that he couldn't get any paper. Therefore, I will try my hand to let the Brothers that are employed elsewhere, and can't attend meetings, know what Division 211 is doing.

Well, Brothers, Division 211 is making its regular run, with Brother W. J. Walters, C. C., handling the orders. We have initiated two conductors of late, and expect, in the near future, to start four others on their first regular run.

Brother Pier is on the cannon ball, between Stevens Point and Portage; Brother West handles the bells for the potatoes on this branch; Brothers Walters, Rubin and Minnebeck are on passenger, between here and St. Paul; Brothers Murray and Ryan run the two locals between here and Irvine; Brothers Hall, Hartman, Phillips, Baker, McGill, Reinhart, Arnett, Brazier, Hayes, Hinkley, all in chain gang on Wisconsin Division; Brothers Pixley and Paxton are on Ashland Division;

Brothers Birmingham, Johnson, Whitney and Adams have charge of passenger between Chicago and Stevens Point; Brother Carr runs the fast mail on Greenwood Branch, and Killenger runs log train on the same division.

Bill is soon to have a new car. Look out boys. You can't put the girls up to stuff Bill's lunch bucket.

Brother Evans is still on Chicago and Wisconsin Division; Brothers Bowen and Jackson are located in Stevens Point yards.

The winter here has been elegant so far. It is all we railroad boys can ask for.

We held our installation January 1st, the following being the fortunate ones: W. J. Walters, C. C.; B. F. Bowen, A. C. C.; C. R. Phillips, S. and T.; J. A. Brazier, S. C.; E. P. Jackson, J. C.; E. E. Rubin, I. S.; Chas. Hinkley, O. S.; Brothers Rubin, Hartman and Brazier, Trustees. It was to be a joint affair with Division 211 and L. A. No. 62, but for some reason or other our Sisters were frightened and installed their officers in the afternoon. We were very sorry, as we would have enjoyed it very much. Meeting was called to order by acting C. C. Bowen, and with a few appropriate remarks for the good of the Order, he turned the meeting over to installing Officer Brother C. G. Murray, who conducted the ceremonies in a very pleasing manner.

After the installation was over, the large doors leading to the banquet hall were thrown open. To our surprise, the ladies had prepared an elegant supper, and we were not slow in refreshing the inner man. After partaking of supper the ball was cleared and dancing was taken up. Those not caring to take part in the dance enjoyed themselves with cards and other games. The entertainment was continued until an early hour. Brothers Danna, Hill, Larkings, Quest, Merrill, and wives, of Division 259, also Brothers Thompson and Donlevy, of 259, came up on No. 5 and returned on No. 4. We were all glad to see them come, and hope they all enjoyed themselves. Come again, Brothers and Sisters.

We are informed Brother Bush crawled into one of the lockers to get out of sight of No. 5. We are anxious to learn whether any one has let him out yet.

Our C. C., W. J. Walters, is the right man in the right place. Now, let us place our shoulders together and push Division 211 right to the front. There is the right material in it, if you all give your Chief your hearty support. The C. C. alone cannot carry on our business successfully, unless we all attend meetings regularly. You can see the effect in the past three or four meetings

enough to convince us all that if we attend meetings, a great deal is gained. Don't wait until you are in trouble, and then come up as brave as a lion, and then think you are not dealt with on the square.

We are indebted to L. A. Division, No. 62, for many pleasant evenings we have spent at their different homes, which we all enjoyed. We wish to extend thanks to them, one and all, for their kind assistance on the eve of January 1st. Great credit is due their committee.

I think I had better pull the pin here.

Stevens Point, Wis.

B. F. B.

Editor Railway Conductor:

A passenger conductor is very often severely criticised for his rudeness by the traveling public, but if they knew the half of the battle he fights every day, they wouldn't wonder at his rudeness. It may be that a brief history of the first four miles of a trip may bring to some a better understanding of the trials in a conductor's daily life. You start to work your train with only four miles to the first stop. The first man you come to tenders you a 20 dollar note for a 10-cent fare. You give him nineteen ninety in silver, relieving your pockets of a tremendous weight. Can one realize the difference in the thoughts of the two men at this moment. The passenger is very angry when he sees the silvery metal emptied into his hands. Then he commences a systematic search for the ten cent piece which he thinks he has, but alas too late. The conductor has the twenty and the passenger the silver, which he will undoubtedly have to keep, as the conductor would not again exchange. He smiles out of one corner of his eye, and is subject to a severe criticising by his tormentor. You pass to the next, who has a question, and does not seem to realize how valuable your time is at that moment, and fires away. What time are you due at some point down the line? A new time card in effect yesterday. You stop, feel for your card, it is in your other coat pocket in the baggage car. An explanation, and a remark from the questioner. A little further on a party wants a seat turned to have a little social game of pedro. You feel for your keys, they are gone, left sticking in your box in the baggage car.

Another explanation and perhaps a remark. Next you find a country Rube, in his glory with a jag on, who has been to the city taking in the sights. He has tried to drink all the firewater in town but has failed. But heaven knows he has enough for two men, but has to support it all himself. He begins a systematic search for his ticket, first in one pocket and the other until about three minutes of your valuable time have been consumed. At last he finds it in a secreted pocket of his coat, where he placed it in a moment when his mind was on the city and the fiery fluid. Next you find a gray haired grand parent, with his poor old frame shaking with palsy. The old gentleman is a little absent minded and knows not where he has put his ticket. Well, you wait with the patience of Job. The poor old soul tries to hurry, but to you it is an age before he finds the sacred card, which is wrapped up in an extra bandana, perhaps given him by his aged and feeble life partner, on his departure from her loving embrace. You pass to the ladies car, a miss of about 20 sits in the first seat. Her winning smile, and a dozen questions, with words in them not found in Webster, and as a general thing railroad men's education is limited. You handle them to the best of your knowledge and pass on. Of course you couldn't resist smiling at her even if you were married. Next you find a woman, that is woman out and out. She wants the window raised, the blinds pulled down at the forward end of the car, to keep the sun out of those bewitching eyes, and requests the services of the porter with his mop to clean up an imaginary spot of tobacco spit. Ah, here we are, a woman that has been a mother a number of times by the size of her flock. They all occupy three seats, and expect to ride on one ticket, that being held by the mother. You want to be lenient with her, and ask half fare for at least three of the flock. Perhaps she has been on the cars before with her children, but I think not of late years. She says that other conductors didn't charge me anything for my children. You insist on her for the fare, and after a valuable delay to you, close the deal. This ends the first four miles of one trip. Just think how many four miles there are in a trip of 225 miles, one day's work. What could a man write on one month's work!

Parkersburg, W. Va. W. E. HENDERSHOT.

The Secretary and Treasurer of Division 175 wishes the address of Brother Wm. Guilfoyle.

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The Secretary of Division 318 would like to know the whereabouts of Brother J. M. Kerns, last heard from at Jacksonville, Fla.

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If Wm. Graves, late of Ft. Worth, Texas, will open up a correspondence with Thos. Reid, of Rawlins, Wyo., he will learn something to his advantage.

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Brother A. Swidensky, 211 East Biddle St., Jackson, Mich., requests that Thos. Oliver, who is running on some road out of Chicago, will send his address to him.

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The Secretary of Division 64 makes inquiry for the address of Brother L. V. Gillespie, and any Brother who happens to know of his whereabouts should communicate at once with him.

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If any Brother knows the address of L. A. Logie, recently a member of the Order, he will confer a favor on that gentleman and on his friends by writing F. W. Poppert, 64 Dodge St., Buffalo, N. Y.

**. *

Brother W. E. Willett and Mrs. Anna K. Long were recently united in marriage at El Paso, Tex. Brother Willett has many friends among the members of our Order, all of whom will wish for him and his wife a long and happy life together.

**. *

Brother J. H. Barnville, Secretary and Treasurer of Division 138, is anxious to learn the present address of Brother Thos. B. Reid. When last heard from Brother Reid was in St. Paul, Minn. Anyone possessing the desired information, will confer a favor by communicating at once with Brother Barnville.

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The annual ball given by the members of Di-

vision 363, on the evening of February 22, last, was a brilliant success. There was a large attendance, the floor was in excellent condition, the music was dance-inspiring, the banquet was all that the most exacting could wish, and, taken together, made up one of the most enjoyable gatherings in the history of the organization.

**. *

Division 49 of the Ladies' Auxiliary adopted very feeling and appropriate resolutions of respect and sympathy in connection with the sad death of Gertrude, daughter of Brother Yoakum, of 164, and his estimable wife. Notice of this irreparable loss appeared in the obituary department of our January number.

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Brother McConachie, of Division 366, acting as Deputy G. C. C., organized new Division (Rideau 199) at Smith's Falls, Ontario, on February 17. Snow storm and accident on road prevented many of the petitioners from being present, but ten were on hand. Brother James Marks, of Havelock, Ont., was chosen as C. C., and Brother W. J. Boyd, of Smith's Falls, Ont., S. and T.

**. *

The members of Division 54, of the L. A., extended such kind and tender assistance and sympathy, in connection with the illness and death of Mrs. C. Killen, mother of Brother D. H. Killen, of 325, as to cause Brother Killen and his brother to send us a letter expressive of their sincere thanks for same. The ladies of 54 know just how to do whatever they undertake, be it a sad or a pleasant duty. Kindnesses such as these are never forgotten.

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At a regular meeting of Division 262, held February 23, resolutions were adopted expressing the deepest sympathy of the members with Mrs. Burt Hamilton, wife of the late Burt Hamilton, engineer, in the death of her husband. Mr. Hamilton was respected by all the employes of the G. C. & S. P. R'y. All must mourn his death and mingle their sorrow with that of the wife and little ones left behind.

A Brother writes us, asking "Is the 'Queen' ad. in *THE CONDUCTOR* a fake? Let us know in the next issue." We take this means of answering all questions of that nature which may arise in the minds of our members, by saying that every reasonable and possible effort is made to determine the reliability of those who advertise in our columns. No questionable ads. or "fakes" are at any time accepted. If our members would interest themselves more in reading the ads. secured, in writing to advertisers, inquiring about their goods and suggesting that they saw the ad. in *THE RAILWAY CONDUCTOR*, they would very materially assist in securing and holding desirable and profitable advertising.

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We wish to acknowledge receipt of invitations to attend the first ball given by Division 295, on the evening of April 6, at Lorain, Ohio; the seventh annual reception to be given by Division 46, on the evening of April 10, and the first anniversary ball to be given by the members of White Rock Division, L. A. to O. R. C., to be given on the evening of April 13. There can be no question as to the pleasure awaiting all who will be fortunate enough to attend these events, and we can only regret that press of official business makes it impossible for us to accept these very kind invitations.

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Charlottesville Division, No. 298, was organized at Charlottesville, Va., on February 28, by Assistant Grand Chief Conductor Wilkins. Bro. O. W. Loving, 101 South St., was elected as Chief Conductor, and Bro. J. G. Hamner, 222 Lee St., as Secretary and Treasurer. The Division will meet first Sunday at 3 p. m. and third Monday at 2 p. m. of each month, in Union Depot Hall, and will gladly welcome all visitors. Congaree Division, No. 323, was organized at Columbia, S. C., on Sunday, March 1, by Grand Senior Conductor A. B. Garretson. Bro. F. A. Tompkins, of 1813 Laurel St., was chosen Chief Conductor, with Bro. J. W. Nix, of 1702 Blending St., for Secretary and Treasurer. This Division will meet the first and third Sundays at 3 p. m., in the Opera House building. These Divisions start out with most excellent prospects for a very successful career.

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Visitors to the cozy room in the Sun Building, where the Secretary of the Interstate Commerce Commission, Hon. Edward A. Moseley, sits for eight hours daily, one of the busiest workers in Uncle Sam's service, are struck with the great number of beautifully executed testimonials pre-

pared in his honor by various organizations of railroad employees. It all came from the interest taken by him for many years in the enactment of legislation to protect from danger and death the brave fellows without whom the vast system of steam railroads could not be operated. The Brotherhood of Locomotive Engineers, the Order of Railway Conductors, the Firemen, Switchmen, Yardmasters, et al., have all sent him handsome remembrances of their gratitude, and the legislature of Massachusetts, his native state, sent a magnificent parchment, expressive of its esteem for his labors in the cause of humanity. The untiring work of Mr. Moseley in helping to get favorable congressional action on the coupler bill, which requires the placing of automatic couplers on all freight cars, and the equipment of locomotives with safety air brakes, making the lives of railway employees as safe as the ingenuity of man can devise, has met with proper recognition all over the Union, and there isn't a line of road in America where his name is not known and honored.—*Washington* (D. C.) *Post*.

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Death is an awful agency that is continually at work in our midst, and the grim reaper is continually calling to the other side those who are very near and dear to our members and their immediate families. We would gladly ward off these terrible blows if in our power to do so. It is undoubtedly a satisfaction to the bereaved ones to have the local bodies adopt and hand to them resolutions especially prepared for that case. *THE CONDUCTOR* is glad to note in its obituary department at as great length as circumstances, information and reasonable space will permit, all cases of this kind, and in order that all may fully understand, deem it advisable to again refer to the rule that has been in force and consistently adhered to for several years, namely, that we cannot give space to formal resolutions of this nature. If it were done in one case, it would have to be done in all, and in a short time they would grow to such proportions that much space would have to be devoted to them, and as soon as the novelty wore off, readers would pass them by in a very indifferent manner. In cases where our members are killed in the discharge of their duties, if especially desired, resolutions of reasonable length will be used, but even then we believe that an obituary notice will reach the eyes of more readers, and in the long run will prove more satisfactory.

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Within the past half century, we, as a people, have risen from comparatively humble, crude cir-

cumstances to the position of the wealthiest, most intelligent, best fed, housed and clothed people in the world. Our advance thus far has been attended by little industrial or social friction, but it is quite certain that we shall not proceed as smoothly in the future. While our progress in the arts of wealth production have been almost phenomenal, we have thus far made little advance in the means of equitable distribution of the fruits of industry. We are at length confronted by this great problem of equitable distribution, and unless we shall be able to value it rightly the further piling up of wealth will be accompanied by an element of social danger.—*Des Moines News*.

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No man who pays his honest debts and has to work for daily wage can compete with convict labor. See that the man who secures your vote in the future for legislative honors is pledged to use his effort to do away with this curse to the workingmen.—*Midland Mechanic*.

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The ambitious project of a continuous railway from the Manitoba line due south to Galveston on the gulf, a distance of 1,500 miles or more, which was inaugurated a few years ago as a farmers' enterprise, has been revived under different auspices, and is now making some progress. As the Gulf & Interstate Railroad it has graded seventy miles from Galveston north to Beaumont. From there to Kansas City, a distance of some 700 miles, the link is to be furnished by the Kansas City, Pittsburg & Gulf, of which 230 miles at the north end are in operation, and grading southward is in progress. It is promised that the line from Kansas City to Galveston will be completed by the end of 1896. In Iowa a little work is being done under the name of the Manitoba & Gulf, but the prospect of covering the 800 miles or so north of Kansas City, seem to be rather vague—in fact it is not easy to find room for another road across Iowa at present. The southern half of this north and south transcontinental enterprise, however, appears to be assured of completion, and it is not impossible that through cars may eventually be running between Winnipeg and Galveston, over the completed Gulf, Interstate & Manitoba Railway.—*Railway Age*.

JUDGE WOLFE'S ADDRESS.

Delivered on the occasion of the dedication of a new B. of L. E. hall at Clinton, Iowa:

MY FRIENDS:—It is a pleasure to me to be with you on

this occasion; on the opening of your new hall, and to congratulate you on your success, and upon your standing in the great world of organized labor. Speaking of organized labor reminds me, that a question inside of the two years last past has grown up in this country, under the guise of law, and unless checked, or at once stamped out, will be more dangerous to the stability of the Union than was that of slavery, and like to slavery, it has received the approbation of the highest court in the land. When the supreme court of the United States affirmed the decision of Judge Woods, in the sentence passed upon Eugene V. Debs, which was in substance, call it conspiracy, or what you may, it is in substance that any judge can issue an injunction forbidding the uniting and association for their own protection, of a body of men engaged in manual labor, then if they disobey such injunction, he can cause their arrest, have them brought before himself, he the accuser, on the charge that they have been guilty of a contempt of his august person, and then sit as prosecutor and as judge, himself the witness, the advocate the person against whom the cause is tried, the judge that pronounces the sentence, all rolled into one. What show has the accused? Conviction, sentence and imprisonment is certain and inevitable.

Why, the Lord High Chancellor, in the court of the Mikado, was but an insignificant personage, compared to the judge, clothed with power such as the supreme court of the United States has said in that case he is possessed of. While I believe that a court should have the full power to punish for contempt, it should be limited to punishing for offenses committed in the presence of the court, and while the court is engaged in the actual investigation of a cause. I also believe that the court or judge should have the power to issue an injunction, and should exercise that power whenever it is made to appear that property, or property rights, are liable to be destroyed or seriously injured. I do not believe that it should be used to enforce a criminal statute. To do so, is putting in force what our forefathers made one of the articles of indictment against England in the Declaration of Independence; it is taking away the rights of trial by jury and fixing and imprisonment without their verdict. For the violation of an injunction, issued for the purpose which in my judgment alone would justify its issuance, the accused should be tried to a jury, and the judge presiding upon said trial should be one other than he who ordered the injunction to issue.

If you are sued by a grocer of the city for a dollar's worth of sugar, it is a good challenge for cause, that the juror called to the box for the trial of the case has talked about the claim, and expressed an opinion, either that you do or do not owe it. Then why should one, when your liberty is at stake, be permitted to remain on the bench and have tried before him the question of your right to that liberty, when he has already heard and passed upon the question, and condemned you before a word was said in your defense, or a witness sworn upon the trial. Too often under circumstances such as these the lines of the poet will be proven true and innocence will be made to feel that

"Preachers preach that laws must be obeyed,
Aye, even when Right is ironed in the dock
And Rapine sits in ermine on the bench."

The law as it is now declared to be by the supreme court of the United States, must be changed, and the power must be taken out of the hands of one man, and placed where it belongs, in the hands of the people.

It is the right and the duty of united labor to see that the change is made, and not to rest until such a law is upon the statute books of the United States, and of every state in the Union. Let those who believe their interest demands that the law remain as the supreme court has declared it to be, call you anarchists and demagogues. What matters it to you. The poet has said:

"'Fanatic,' the insects hissed till he taught them to underrstand
That the highest crime may be written in the highest law of the land.
'Disturber' and 'Dreamer' the Philistines cried, when he preached an ideal creed,
'Till they learned that the men who have changed the world, with the world have disagreed."

The law has got to be changed, and it must be, before organized labor can have any rights that wealth and monopolies are bound to respect. You have it in your own hands, by a united effort, to effect the change, and by doing so, you will cause such men as Pullman to understand and know, that there is something to arbitrate, and that the ballot is more effective than the bullet, in the hands of an intelligent and educated people.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 307; Issued March 1, 1896; Time for payment expires April 30, 1896.

Assessment No. 307 is for disability of J. S. Jarvis, Feb. 17, 1896, and all members whose certificates are dated earlier than Feb. 17, 1896, are liable for same.

BENEFITS PAID FROM JAN. 21 TO FEB. 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T
964	Sam'l Burgess	Suicide	339	1482	A	Death	\$1,000
965	W. A. Straley	R. R. accident	324	160	A	Death	1,000
966	J. U. King	Pneumonia	103	3714	C	Death	3,000
967	S. S. Tracy	Typhoid fever	76	5131	C	Death	3,000
968	B. F. Baldwin	Cancer	44	3414	C	Death	3,000
969	John Driscoll	Run over by engine	227	3727	A	Death	1,000
970	J. B. Rogers	Accident	79	925	B	Death	2,000
971	R. F. Richardson	Consumption	54	865	A	Death	1,000
972	J. S. Badgley	Loss of leg	69	4047	C	Dis.	3,000
973	T. C. Geiger	Heart disease	229	26	A	Death	1,000
974	C. M. Sturtevant	Accident	56	4089	C	Death	3,000
975	W. W. Sweeney	Pneumonia	89	3702	C	Death	3,000
976	T. A. Burbank	Tuberculosis	268	360	D	Death	4,000
977	I. Tawney	Consumption		2021	B	Death	2,000
978	Hans Hansen	Loss of right leg	53	569	B	Dis.	2,000
979	S. C. Griswold	Loss of left arm	49	4640	C	Dis.	3,000
980	R. L. Simpson	Accident	289	3574	A	Death	1,000
981	D. E. Gipson	Loss of both legs	144	600	B	Dis.	2,000
982	J. A. Whatley	Loss of leg	218	616	B	Dis.	2,000
983	W. T. Carter	Accident	217	2506	B	Death	2,000
984	M. Streeter	Accident	336	4023	A	Death	1,000
985	Ben Aley	Accident	124	692	B	Death	2,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,414; Series B, 3,125; Series C, 4,662; Series D, 401; Series E, 71. Amount of assessment No. 307, \$27,609; total number of members, 13,729.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Jan. 31, 1896.....	\$2,223,789 40
Received on Expense Assessments to Jan. 31, 1896.....	50,728 30
Received on Applications, etc., to Jan. 31, 1896.....	33,034 88
	\$2,307,552 58
Total amount of benefits paid to Jan. 31, 1896.....	\$2,181,867 00
Expenses paid and assessments returned to Jan. 31, 1896.....	75,552 05
Insurance cash on hand Jan. 31, 1896.....	50,133 53
	\$2,307,552 58

EXPENSES PAID DURING JANUARY.

Disability assessments, \$246.00; Fees returned, \$13.00; Incidental expense, \$28.08; Postage, \$2.50; Salary, \$360.42; Total, \$650.00.

The above amounts were paid out during the month, but items often cover supplies and work for more than one month

Received on Assessment No. 303 to Feb. 20.....	\$26,075 00
Received on Assessment No. 304 to Feb. 20.....	25,989 00
Received on Assessment No. 305 to Feb. 20.....	13,232 20
Received on Assessment No. 306 to Feb. 20.....	5,369 00

M. CLANCY, Secretary.



OBITUARY

Mathers.

On the 18th ult. Division 303 laid to rest Brother S. M. Mathers, one of the best known and most highly regarded of its members. Bro. Mathers was tireless in working for the good of the Order, and his death will leave a vacancy in its ranks that will be difficult to fill. His funeral was held under the auspices of the Knights Templar, members of that organization and of the O. R. C. escorting the remains to Bloomington, Ind., a coach being tendered for that purpose by the Monon road.

Riding.

Sister Laura H. Riding died at the family home in Martinsburg, W. Va., on the 25th day of last February. Deceased was President of Potomac Division, No. 77, L. A. to O. R. C., and one of its most efficient and active members. Her death has brought a personal sorrow to every member of the Division, and all of them unite in conveying sympathy to the afflicted husband and family.

Farnham.

Brother J. A. Farnham, of Division 9, died at the home, in Elmira, New York, on the 12th of February, last, after an illness of twelve weeks, death finally resulting from pneumonia. Brother Farnham was known as one of the most genial and accomplished gentlemen in the service of the Erie road, where he had been employed for thirty-three years, and his death has brought sorrow to many outside the members of his family and the organization, to which he was an honor. The funeral was held at Hornellsville, N. Y., under the auspices of our Order, the members of the B. L. E. attending in a body. Some measure of the high regard in which Brother Farnham was held, may be gathered from the large attendance of the Hornellsville citizens and the beautiful floral tributes paid to his memory. Thanks of the members of Division 9 are due to Superintendent J. F. McGuire, who kindly furnished a special car for the occasion.

Berry.

Brother James A. Berry, of Division 144, was killed in the performance of his duty, at Cresson, Pa., on February 5, last. In the death of Brother Berry, his Division has lost one of its best members, the community an upright citizen, and his family a kind and loving husband and father. At a subsequent meeting of the Division, suitable resolutions

were adopted and forwarded to the grief-stricken family.

Allen.

The ranks of Division 40 have been broken by the death of Brother F. W. Allen, one of its most faithful members. Brother Allen was true to every duty of life, a faithful and loving husband and father, and a zealous friend and Brother. In his death Division 40 has met with a grievous loss, which found expression in a set of suitable resolutions adopted at a meeting on February 16, last.

Vance.

Brother Geo. E. Vance, of Division 114, has been called upon to suffer one of the most grievous afflictions that can come into the life of man, in the death of his mother. Brother Vance has a host of friends throughout the Order, who will unite with the members of his Division in extending to him their most sincere sympathy in this his hour of deep bereavement.

Griggs.

Brother J. B. Briggs, of Division 69, was instantly killed, in the performance of his duty, on the Arizona & Southeastern R. R., at Bisbee, Arizona, on February 18. His body was sent to his home, at Independence, Iowa, in care of his sorrowing wife and sister, who have the heartfelt sympathy of Division 69 in this their hour of trouble.

Griggs.

The charter of Division 44 again bears the emblem of mourning, because of the death of Bro. L. R. Griggs, who was killed while in the performance of his duty, at Erie, Colo., on February 11, last. Brother Griggs was an extra conductor, but was serving in the capacity of brakeman, and was in the act of making a coupling at the time of the fatal accident. He was thirty-six years of age, but in spite of his comparative youth, no member of his Division was held in higher esteem by his associates. A wife and four small children and an aged mother are the principal mourners, and to them is extended the sincere sympathy of not only the members of his Division, but of the friends who have known and loved him in life. At a meeting of Division 44, held on February 16, suitable resolutions were adopted and sent to the bereaved ones.



THE COMMITTEE WHO HAD IN CHARGE THE UNION MEETING, HELD AT PRINCETON, IND., JANUARY 21, LAST.

B. OF L. E.

1. E. E. Reeves.
6. F. Tholmiller.
12. Dan Shine

O. R. C.

2. F. G. Gill.
5. L. L. Brothers.
9. P. M. Kenney.

B. OF L. F.

3. Tom Morris.
7. Joe Coleman.
10. Jas. Ballard.

B. OF R. T.

4. L. Berry.
8. E. Vincent.
11. W. E. Ellis.

THE RAILWAY CONDUCTOR.

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NO. 4.



CONTRIBUTED.

A PLAIN EXPOSITION OF THE MONEY QUESTION.

BY W. H. STUART.

[Concluded.]

Let us briefly review the "fiat," or as it is more generally called, the greenback theory of money. The greenback theory is based on the assumption that money is such by law, and not by nature; that while it may be composed of a material possessing considerable intrinsic value, such value adds nothing to its value as money; that it is the government stamp, the authority of law that gives all money, whether gold, silver or paper, its money value; that the present value of gold is to a great extent due to its universal use as money; that its disuse for such purposes would decrease its present value.

The greenbacker further asserts that there is no such thing as "international money," or "money of the world," with which we must be provided in order to carry on commerce with other nations; that international trade is carried on, not by money of any kind whatever, but by exchange of goods and products, the differences between nations being settled on the same plan as that of our local banks, by means of the clearing house, London, for that purpose acting as the clearing house for all nations; that only balances are settled by bullion. It follows, therefore, that the maintenance of our foreign trade would not be affected by any change we might make in our domestic monetary system. As long as we produce a surplus of goods or commodities, we can exchange that surplus for foreign goods quite regardless of what system of domestic exchange we may adopt; that if international trade requires balances to be paid

in bullion, it will be quite as easy to furnish gold or silver bullion, as it would be to furnish wheat, pork or cotton, which are all domestic productions, and equally profitable to produce. In asserting that money need possess no intrinsic value; that the government stamp on paper will make it as valuable or efficient as if the stamp were on gold or silver, he is on solid ground, having the Supreme Court of the United States to back him, as well as the best authorities on the subject of money and finance.

It therefore follows, that the use of gold and silver as money is a mere waste of labor in producing them. As the quantity of the precious metals is quite inadequate as a medium of exchange, we are compelled to issue paper "promises to pay" redeemable in gold or silver, or gold alone, under a single standard. This redemption idea is a fraud on its face, for we never have sufficient gold to redeem one-third of our "promises," if presented at one time. We only continue the fraud on the assumption that no considerable "promises to pay" will be presented at one time. It is a fraud in another way, in demanding that paper money must be "redeemed" in a certain commodity which possesses very little inherent value; which for the purpose of satisfying any human want is less valuable than iron, cotton or wheat. By giving gold such fictitious value above all other commodities, we give great power into the hands of those who are enabled to monopolize it, and who by "cornering" it can bring about

"black Fridays" and financial panics at will. We also see how financiers, by presenting greenbacks for redemption, withdraw gold, and force the government to buy it back, giving in exchange interest-bearing bonds, thus saddling an enormous and unnecessary debt, both on the present generation and our posterity; thus allowing a useless and parasitic class to prey on honest toil.

The greenbacker shows that our circulation rests on interest-bearing bonds, and pertinently asks, what gives the bonds value but the knowledge that the wealth and integrity of the whole nation are back of them; would this backing be not as effective and valid if applied direct to our circulating medium? Why should we allow a useless class of bondholders to step between the people and their own money, and exploit their ignorance and credulity?

It is the habit of those who defend the economic superstition of the intrinsic-value-of-money theory, to scoff at the greenback theory, and caricature it as a plan by which the government is assumed to be able to buy up all the wall paper in the country; cut it into proper sizes and turn it into money. But every rational advocate of the better money system, insists that such money must be strictly limited; in issue; that when so properly limited, and issued by a stable government, receiving and disbursing revenues, and made a legal tender for all debts, such money will perform all the functions of money, and maintain a parity in value, as money, with any other form of money. Such money will purchase any commodity, including gold. This is the greenback theory. It stands on scientific ground and defies adverse criticism. Unfortunately, however, many who call themselves money reformers, hold views not included in the greenback theory proper, and for which that theory should not be held responsible. I shall devote the rest of this paper to the discussion and refutation of such theories.

It is unfortunately true, that many who hold correct views as to the nature and functions of money, hold, also, exaggerated ideas as to the relation between the amount of money in circulation, and the production of wealth, and the price of products and property. The theory, in brief, is, that by contraction of the currency, and the resulting inflation in the value of gold, the value of all property and products, and particularly of agricultural property and products, has enormously declined. Senator Stewart estimates the reduction in such values within the past thirty years, at forty per cent, which reduction he ascribes to the inflation in the value of gold, and its consequent increased purchasing capacity. He further asserts that this appreciation in the value

of gold, by contracting the currency, has been effected purposely by the "money power," to depreciate values, for the purpose of acquiring property and products at less than their real value, and that this process is the direct cause of the rapid concentration of wealth into the hands of the capitalist class.

This is why many greenbackers advocate the free coinage of silver at the ratio of 16 to 1. They contend, foolishly in my opinion, that there is not enough money in circulation to do the business of the country, and that as the country is not educated up to the inconvertible note idea, that the free coinage of silver would at least increase the volume of money, and prevent the decrease in values through the contracting process. It is asserted, and opinions of authorities quoted, that the purchasing power of money varies in direct ratio to the volume in circulation; that if, for instance, the volume of money in circulation was decreased one-half, its purchasing power would be doubled, or, in other words, that the value of all property would depreciate to half its former value. A favorite method of illustrating this decline in values, is to point to the fact that twenty years ago the national debt could have been paid in so many million bushels of wheat, or so many thousand bales of cotton; that now, having paid half the debt, it will still require twice as much wheat or cotton as it would twenty years ago to pay the balance. It is contended that an adequate increase in the volume of money would restore prices; increase wages; the value of all property and products, and give remunerative employment to every idle man.

This hypothesis will not stand critical examination. The depreciation in the value of property and products is freely admitted, but it can be shown that such depreciation is the result of certain economic changes in production that are natural, and obvious and satisfactorily account for such depreciation, without having recourse to an assumed hypothesis.

It is one thing to believe in the greenback theory of money, but another, and altogether different thing to ascribe present poverty, idleness and depreciation of values, to a scarcity of the circulating medium, and the assumed inflation in the value of gold. Take wheat for instance: Twenty years ago it could not be produced for less than \$1.00 per bushel. It can now be produced at a profit for half that price. If it is replied that the small farmer cannot produce at the latter price, the answer is, that neither can the hand loom weaver compete in price with the owner of the huge factory, with its steam power

and improved machinery. Why should wheat continue at the old price, when other products and commodities have decreased in price 20 to 90 per cent? The American farmer is suffering from the result of planless production and competition with his fellow producers, and against foreign competition. Not knowing what the rest of the country is producing he continues the production of cereals, hoping the depression in prices is only temporary. To make good the deficit of one or more low priced crops, he places a mortgage on his farm, and as cheap wheat means cheap land, he is surprised when the mortgage becomes due to find that his land will not much more than pay the mortgage, owing to the decrease in land values, the direct result of the decrease in the products of the land, which he foolishly ascribes to the contraction of the currency. He is also suffering from competition with the capitalist bonanza farmer, who, even at the price that is ruining his smaller competitor, succeeds in extracting a profit.

Under no change or improvement in our financial system will the small farmer ever be able to compete in cost of production with the bonanza farmer. No financial change can remove the difference in cost, as between the large and small methods of production.

The ultimate failure of the small farmer is inevitable. When the capitalist system dominates agriculture as fully as it has manufacture, the small farmer will disappear as rapidly and completely as did the hand loom weaver, before the competition of the power loom and the steam engine. The problem that confronts the American farmer, is, whether he is content that the enormous advantages of the large system of production shall inure exclusively to the benefit of an idle capitalist class, while he himself sinks to the condition of the Indian ryot, or the Egyptian fellaheen, or that by national co-operation in production, the immense economies in production shall inure to themselves—the real producers.

The fall in prices of products can in every case be traced, either to the introduction of labor-saving machinery, to new processes, or to concentration of industry, and sometimes to all three reasons combined. Steel rails were once sold for \$125 per ton. They now sell for less than thirty dollars. Could Mr. Carnegie contend that twenty years ago he could have paid off his debts with so many tons of steel rails, but that now, having paid half the debt, it will still require more than three times as much rails to pay the balance? Quinine twenty years ago sold for \$4 70 per ounce. Its price is now thirty cents. If this difference in price is due to the inflation in the value of gold,

then the manufacturer of quinine is five times worse off, in the capacity of his products to pay debts, than the American farmer. Besides, if depreciation in the price of commodities is the result of the increased purchasing power of gold, then it should affect all values equally. But we find that wages of labor have not depreciated in the same ratio. Only in industries where improved machinery has been introduced, have wages, measured by purchasing power, been materially reduced. Fees for professional services, hotel rates, wages paid plasterers, brick and stone masons, paper hangers and painters, have not materially diminished.

Advocates of the free coinage of silver confidently assert that enormous contraction of the currency was effected by the "crime" of demonetizing silver in 1873. Let us examine this contraction argument. Previous to 1873, the total aggregate of silver dollars coined was less than eight millions. Since 1873 there have been coined and in circulation, either in actual coin or silver certificates, 338 millions every dollar of which was and is legal tender, and in any amount. This silver coin performed every function of money as fully and efficiently as gold. Is it not the merest nonsense to talk of the "contraction" of the currency by the "crime" of 1873?

It is also asserted that the demonetization of silver was the sole cause of the fall in its commodity value, and that its free coinage at 16 to 1 would restore its commercial value to its coinage value, viz: to 129 cents per ounce. I believe, on the contrary, that the commercial decline in the value of silver was due to the great increase in the amount produced, as compared with gold, which increase was due, to a great extent, to cheapened processes of production, so that the ratio 16 to 1 no longer represented the difference in the cost of production.

I believe Gresham's law to be sound. I am satisfied that with unlimited coinage of both metals, at the ratio mentioned, the parity in value could not be maintained. The metallic coin of the least commercial value would drive its more intrinsically valuable competitor from the field, with the result that all values would settle to a silver basis. But suppose we could, under free coinage, maintain both metals on a parity, why should our government pay a bonus of ten to twenty millions per annum to the silver mine owners? It is merely the vicious idea of protection applied to the silver industry, and can only be justified on the ground that silver is as much entitled to "protection" as, say sugar, on which we were until recently paying a bounty, or, the ancient "infant" industries that are six feet high,

wear top boots, and threaten to kick the stuffin' out of Uncle Sam if he withdraws the pap bottle. When I hear a greenbacker advocate the free coinage of silver, I find it difficult to believe in his sincerity. The adoption of the free coinage plank in the populist platform was a mere stroke of policy, and to that extent discreditable. I am glad, however, to see that many honest greenbackers in that party are protesting against the equivocal position which they are placed in. One of the most prominent greenbackers in that party, Col. S. F. Norton, editor of the Chicago *Sentinel*, has publicly repudiated the plank, and exposes the fallacies indulged in regarding the supposed contraction of the currency affected by the demonetization of silver, and the alleged depreciation of property and products as a result of that contraction. He exhibits the falsity in the assumption that the price of wheat is affected by, or has any relation to the use or value of silver. He shows, by a comparative statement of prices, that wheat and other products were highest in this country when there was neither gold nor silver in circulation.

To the American workman the contest between the "gold bugs" and the "silver kings" is a matter of indifference, of even less importance than the "scraps" between the protectionists and free traders. The trouble with most money reformers is, that they regard the financial question as not merely an important question, but *the* question. Solve the money question, they assert, and you will solve the entire labor problem; that under a proper financial system, wealth would be equitably distributed, and labor receive its just reward. No assumption could be more fallacious. The money question is an important one, under our competitive system, but it is not the most important one. It is of greatly less importance than the land question, while both together are of infinitely less importance than the private appropriation of the instruments of production, under an individualistic system of industry.

No financial system that the wit of man could devise, would prevent the accumulation of unearned wealth into the pockets of the capitalist class, while the competitive system is retained.

The fact is, the money question is gradually lessening in importance. As civilization advances, and trade and commerce extend and increase, we are rapidly substituting a system of book accounts; of checks and bills of exchange, for the use of money of any kind. Bradstreet's Commercial Agency, reports that 93 per cent of all trade and commerce is now effected by checks and bills of exchange under the clearing house system. Leaving only 7 per cent of actual money

used in business. The comptroller of the currency has shown in a recent report that of the retail trade 53 per cent is effected by means of checks, etc. It must be plainly evident that the assertion that the doubling of this 7 per cent of actual money would double the price and value of all products and commodities; or that the reduction of the 7 per cent actual money to 3½ per cent, would reduce the value of all property and products one half, is too preposterous for serious refutation. It is such wild assertions as this, and the advocacy of unlimited issues of paper money, that led the man who was asked how he stood on the money question to reply: "I am a greenbacker, but not a blamed fool."

It is contended that while a large percentage of trade is effected without the use of actual money, yet the coin must be somewhere to "back it up." This is a shallow fallacy. All the gold and silver in the world would be insufficient to effect our exchanges, if we were restricted to their use. Nor does there need to be money anywhere to "back up" the exchange system. Our clearing house transactions show this clearly. The use of gold and silver is a barbarism which we are rapidly outgrowing. Silver, being the most cumbersome, is going first, gold will go next.

It is urged in favor of the free coinage of silver that there is an actual scarcity of the circulating medium; that while unlimited coinage at the present ratio would enable the mine owners to pocket an excess of profit of ten to twenty millions annually, yet the benefit to the people in increasing the volume of currency in circulation, would still make it greatly to our advantage; that by increasing the volume of money, new industries would be started and all idle labor would be fully employed. This contention is purely chimerical. The fact is, there is an actual plethora of money. A government loan of 100 millions at the modest rate of 3 per cent has just been subscribed for five times over. Never in the history of the world has money and capital been so abundant. Capitalists are put to their wit's end to find profitable use for their capital. The wildest speculative schemes—as the recent boom in African mining ventures—find ready investors. "But," it is replied, "the money is in the hands of the 'money power,' what we want is money in the hands of the people, so that we may be independent of the money power." Indeed! Is not wheat plentiful? Is there not clothing in abundance? Don't the "people" themselves produce these things? Then why are they not in the hands of the people instead of the capitalists? For exactly the same reason that money is in the same hands. They control most of the avenues of

production, and all the avenues of distribution, and by the exactions of rent, interest and profits, are enabled, under competitive conditions, to absorb all wealth, over a bare living to the actual producers.

The claim that contraction of the currency is purposely effected to enable the money lending class to acquire the property of the masses by foreclosure, is not borne out by the fact of the suspension and wreckage of numerous western mortgage companies, who found to their cost, that property they had advanced money on, was not worth the face of the mortgage when it became due, fifty cent wheat being a great iconoclast of land values.

The money power would not scruple at any means to increase their ill-gotten wealth. The financial history of the country proves that. Outside of which, it is only necessary to refer to the recent income tax matter, and the dishonest and contemptible means they employ to evade their fair share of taxation. (For an excellent example of which see the recent report of the Illinois Bureau of Labor.) But, the banking and money loaning interests are best subserved when times are good and trade prosperous. They are silent partners in all the "business interests" of the country. It is to their advantage that their active partners (the borrowers) are successful in "skimming off" all the earnings of labor over the cost of subsistence, so that they (the money loaners) may receive their percentage in security. Money lending, at from 10 to 20 per cent, as a steady thing, is much more profitable than investments in real estate, or the uncertainty of business enterprises.

It is contended, that it is to the interest of workingmen to increase the volume of money by the free coinage of silver, because wages would rise. Suppose that was true, and nominal wages rose 50 per cent, would not the price of other "commodities" besides labor increase in the same ratio? If the wages of labor is doubled, and the cost of subsistence doubled, of what advantage is that to the wage earner?

To conclude. While it may be freely admitted that the financial history of this country for the past thirty years may well challenge all history

for a parallel for the wholesale robbery of a people, yet, it is important that we do not mistake the means by which the robbery was effected. Contraction of the currency had some part in the process. But the principal means were the depreciation of the demand notes, by means of the "exception" clause, and the resulting inflation in the value of gold. The substitution of interest bearing bonds for inconvertible notes. The credit strengthening act, which made bonds purchased in purposely depreciated currency, payable in gold; and by various refunding acts, which, while ostensibly for the purpose of reducing the interest, invariably extended the time of payment of the bonds. So that the twentieth century will be well advanced before we will be permitted to cancel the debt, no matter how earnestly we may desire to do so. The demonetization of silver was a matter of small importance, and the views held as to its enormous evil effects entirely imaginary.

One thing is absolutely certain, the real wages of labor would not be permanently raised by any change in our financial or monetary system. The wages of labor is settled by competition between laborers. If there are ten laborers and nine jobs, competition will keep wages down to the subsistence point. Machinery is constantly throwing men out of employment, by reducing the labor necessary to carry on production. This causes a huge "reserve army" of idle men, who are a continual menace to the stability of wages. When a strike occurs, these idle men are only too ready to take the place of the strikers at the reduced wages. As long as this competitive system lasts, no increase in the tariff, or its total abolition; no change in our land tenure, or system of taxation, nor any change in our financial or monetary system, will solve the social problem. The present financial system is a part and parcel of the competitive system. Under a proper organization of the industrial forces of society, the financial problem would be subsidiary and of minor importance, and would simply resolve itself into the problem of how to equitably distribute the wealth that society produced. Money is now used to conceal the real value of labor. The system of the future will have no need for it.



A TRAIN RAID.

BY FRANK A. MYERS.

The engine was howling along at a lively pace. It must have been after midnight. Everything was quiet in the coaches, sleep having palsied the eyes of most of the weary travelers.

"We're making it according to schedule, easy enough," remarked Berry Howton, leaning on his scoop and glancing up at the clock and the steam gauge at the same time.

"She runs smooth to-night," said Randolph Strathmore—if we go on calling him Randolph, nobody will know whom we mean, for everybody called him Ran, and we are sometimes half inclined to think that he wouldn't know himself, if addressed as Randolph.

Both these men were of that magnificent order of manhood that is usually found among rail-rovers, and they were just as jolly as they were perfect in their physical organization.

And the polite conductor, Harry O'Fallon, had received so many compliments in his lifetime that he grew tired of the stale, monotonous stuff, and declared, with his Irish wit:

"I wish somebody had sense enough to damn me for a while; it would be something new, you see, Ran—eh?"

"Come over to my house, Sunday, and perhaps we can hire a policeman to make the air blue for you," said Ran, as soberly, in response, as the minister in announcing his text to his congregation.

"I'm not in the confessional," said Harry, "but I confess my own oaths have a familiar sound to my ears, once in a great while, and I long to be kicked by a mule, so I might vary the form and manner of my adjectives a little. I don't believe then they'd be so baldheaded and tame."

This was the way they "joked." Be it remembered, that Harry was a regular church-goer, and was entirely above the vulgar profanity of those who are profane for want of thought or from sheer dullness. He never stooped to this trite literature of the reeking gutter.

There is a place on this line of track where there is no night telegraph station for thirty miles, except at Place, and there no train ever stops. Ten miles west of Place is a switch, into which the on-coming train runs every night and waits for the east-bound express to pass. Now, if the west-bound should not put in an appearance, the east-bound would have to camp there until it

came along, for there is no means of finding out what the trouble is, except by running back to Place. The whole distance is a lonely, dark region, and the topography of the country is anything but level. At one point, for more than a thousand feet, the road winds on a reverse curve, through a cut, with embankments from ten to forty feet high. Then comes a little fill, followed by a short stretch of track almost on a level with the surrounding country. On either side of the right of-way are dense clumps of oak and hickory, not to mention the undergrowth, almost as bad as that of the northern pine woods. But the timber, although apparently thick and impenetrable, is only so for less than a quarter of a mile from the track. Beyond that the country stretches away practically clear, and may be traversed comparatively easy by a man horseback.

It was a spot well adapted for "turning the little trick," as train robbery is professionally termed, and the cunning of the hold-up craftsmen would select this spot instinctively as a place in which to pocket a train and its treasure—they could have all the time they wanted, without fear of molestation. Caution is one of the chief characteristics of road-agents, and they never plot a hold up without some reason for believing they will make a "good haul at one whack," as they express it.

Berry Howton opened the door of the grate, and a great red glare shot out against the roof of the cab, gilding it a beautiful gold, and streamed out into the blackness around and above, suggesting the chance opening of a door of the bottomless pit. But Berry scattered coal into the grate, without a thought of the volume of red light that rolled out backward over the noisy, serpentine train, moving rapidly along in the pitchy darkness. He, himself, was a central figure in the bright, red flame—a laboring, moving, dark personage.

Ran pulled the whistle for the switch, and ran in. In about two minutes the west-bound express shot by them with a mighty noise. However, above the confounding roar a railroader's voice cried out a cheery greeting to the fast-flying train. It was Berry, speaking to his old friend, Jim Hewlet, firing on the passing engine.

Then they pulled out upon the main line, closed the switch again, and started quickly on their

way. They had gone no more than half a mile—not fairly under way, as yet—when Ran saw a red light swung across the track.

"Berry, see there," calling Berry's attention to the danger signal.

Ran scarcely thought—so instinctive is an engineer's respect for a red light, and he reversed his engine and touched the air lever. The other train had just passed all right, and now so close upon its heels, what could be the matter? And, besides, who was giving this signal?

The train stopped at the exact spot, but in a twinkling the red light disappeared, and a volley of sharp, revolver shots were fired into the cab. Bullets "spat" against the cab all about them, and every glass was shattered into fragments and rolled down with a crash. The headlight was shot out, in the general attack, and two men, masked with cloths covering a part of their faces, and with fiendish revolvers in threatening manner, jumped into the cab.

In such an unfair, murderous, unexpected onslaught as this, few men but what would pale a little in the first few moments; and still, neither Ran nor Berry felt frightened. Their regret was that they were unarmed.

"Get down off'n there, an' stan' out heur," commanded a coarse, brusk, raspy voice, and Ran was obliged to obey, and stand upon the tender in full view. A revolver held at a man's head by a dangerous fellow is a powerful persuader.

"And by the odds, what's wrong, Ran," cried Harry O'Fallon, springing to the ground and intending to run forward.

"Get back there—hurry, quick!" cried a voice near by.

"And who are you, to tell me what to do," answered Harry, coolly.

A sharp revolver report, and the crash of a bullet against the side of the car was a forceful, if not polite, explanation, and Harry wisely returned to the coach. At the instant Harry felt that nations were about right in regarding the bullet as a great peacemaker. Surely it is a great silencer.

Then the band began a regular fusillade upon the cars, no doubt to intimidate the passengers and keep them from joining in an attack upon the robbers. A reign of terror prevailed among the passengers. The shower of bullets, for the most part, entered the top part of the coaches, but nearly every passenger crouched down as close to the floor as possible—perhaps economizing space, or in courtesy, giving all the room to the other fellow. Every window glass in the whole train

was shot out. There seemed to be half an army of men around that fated train.

One of the gang was stationed as a guard at the rear of the train, and one over Ran, who was now compelled to stand off of his engine upon the ground. Strange as it may seem, Berry Howton was overlooked. No doubt this was unintentional.

They poured a few rounds of shot into the windows and doors of the express car—no doubt to awake the messenger—and ordered him to open the door, or they would blow the "thing to the moon, and him with it." He answered by a shot. But in a moment he reconsidered and opened up to them. Two unmasked, smooth-faced, stern-looking men sprang into the car, and covering Coolidge with revolvers, ordered him to hold up his hands. He complied, unwillingly, but what can one man do against two, who have all the "backing" they want?

They quickly applied dynamite to the stationary, or large, safe, but the big steel doors would not open. The sound was deafening. With a curse, the fellows turned to the "way," or small, safe, and at one blast of dynamite, had it open, in the center of the floor, upon its side. They scooped the contents into a bag one of these commercial scavengers carried, and backing out of the door, fired two shots, as a sort of farewell to Coolidge, and perhaps as a signal that their part of the work had been finished. One package they secured contained a lot of money—just how much, the express company never revealed; but it was thought to be something like \$50,000—enough to make one man rich.

All this while they kept up an irregular fire, to prevent a sortie from the passengers. A mixed crowd untrained to deeds of bravery, is easily terrified.

At the rear of the train, meanwhile, a squad of the robbers attempted to go through the Pullman car, but the colored porter closed the door against them. For answer to their demand to open, he fired a shot at them, but injured no one. The robbers answered in kind with a fusillade, and the darkey crouched down on his hands and knees and loosened the bolt. When they entered, they kicked him all around the rear of the car.

They hurried through this car into the next. They carried a bag for their swag, made from the leg of an old pair of overalls, tied at one end. Into this they made the passengers deposit their money and valuables.

At this moment the heroic and fearless Harry O'Fallon appeared suddenly through the door, just in front of the two men. He was armed

with a heavy revolver. Quick as thought, he raised his arm and fired full into the face of the man. The fellow dropped to the floor in the aisle. The other one fled back through the car. Harry fired at him, but missed his target. There was such utter consternation in the car that he was afraid to shoot more, lest he slay or hurt some innocent person. Some one of the gang must have seen Harry enter, for now one of them entered behind him and shot him in the back. Harry fell, but not a syllable escaped the plucky Irishman's eloquent lips. Then the one who shot Harry, turned to his wounded pal, and asked :

"Are you killed, Bill?"

"I'm dun fur," he moaned.

Turning to the frightened passengers, he bel-lowed out, in gruff, raspish tones :

"Don't none of you attempt to follow us, or we'll blow — out of you."

Harry declared, feeble and bleeding as he was, that he knew that voice, and all agreed there was a daredevil bravado in it, and it was plain he had an absolute authority over his men. He was a tall, stalwart, hard-eyed, villainous looking cuss, with the general air of what was called a farm brigand.

Long as this struggle may seem, the truth is, it did not last over five minutes, all told.

The fellow who stood guard over Ran was a sociable devil, but unceasing in his vigilance. Among other last things he uttered, were these :

"Good-by, and good luck, old boy. Sorry to put you to so much trouble; but it couldn't be helped."

All this while Berry was not idle. Two tramps were on the train, and one of them stole up to the engine on the opposite side from where the guard stood over Ran, and, in whispers, explained to Berry that he would uncouple the engine and they would fly away and give warning. The fellow tried hard to uncouple the tender from the baggage car, but having to be so cautious it was a most extremely difficult matter. He dis-engaged easily enough the rubber hose, but the drawbar held the coupling-pin firmly. He strove and worked and jarred, and at last, just at the conclusion of the whole matter, succeeded. But it was too late, and he dropped the pin back again. Just then the leader walked up to Ran, and ordered him to mount and "skin out." "You'll find a rail pulled up, about a mile ahead." Ran understood this "rail business" to be nothing more than a scare.

Opening the throttle wide, the engine was in a moment trembling and puffing on her way.

The robbers fired a parting salute after the train vanishing in the pitch-black darkness.

Then they mounted their horses, tied in the cluster of oaks and hickories, and deliberately rode away with their plunder. No telegraph lines in that country, they had no fear of immediate pursuit, for the news of their "work" could not spread as fast as they went. In a man hunt by the blue coats surmounted with a silvery badge, they had every advantage.

As soon as the train reached Washington, a special was run to the scene of the hold-up, bearing the sheriff and several deputies. It was early dawn when they reached the place. They found several chisels, two or three sticks of dynamite, a towel in which the tools were carried, two masks, a sledge-hammer, a revolver and a leather strap. The finding of the revolver was looked upon as a significant matter. The sheriff thought that someone threw it away, so that nothing might be found on the fellow's person that would tend to incriminate him, and that he was perhaps led to do this for the reason that he did not intend to flee, but remain at home, perhaps as a spy, and mix with his old neighbors.

When the train, which was full of bullet holes, conveyed the passengers into town, they showed plainly the effect of the midnight scare. With questionable judgment, the express company ordered the trainmen to avoid newspaper notoriety.

As the wounded "Bill," as his pal called him, was carried off the train at the depot he breathed his last. The body was laid upon the platform, and soon an undertaker cared for it, and at length "planted" it in the potter's field. It was never found out who Bill was.

Poor Harry O'Fallon, the plucky conductor, was taken to the hospital, where the "boys" saw that he had every attention that he needed. The wound in the back was found to be a dangerous one, but not necessarily fatal.

The Sunday subsequent to this stirring event Berry Howton and his sweetheart, Annie Gray, were sitting in a sequestered spot in the park, chatting idly and merrily, when they heard the voice of some approaching female. At once Berry and Annie remained silent. Berry had told Annie, of course, all about the exciting hold-up, and she had heard it with emotional interest. It was a thrilling affair to her, because Berry was in it. They had caught a word from the approaching female, who evidently had not seen them, and they became interestedly silent. She said to another woman with her:

"Hannah Melbourne, as sure as you're a foot

high they're after 'em with the sheriff. An' Bill, he's dead as Gimlin's duck."

"H-sh-sh, Jane, not so loud. But they'll never catch 'em."

The two women sat down on a seat together, and looked all around to see "if the land was clear," as the saying is. A dense, shrubby bush completely concealed Berry and Annie from them, though they were not ten feet away.

"This letter explains——"

"Sh-sh-sh, Jane; not so loud; be keeful; even pitchers have ears, as the fellow says. What's in the letter?"

"Let me read it." And she read: "The sheriff and his gang's after us and they're not likely to ketch us. They got Bill, but the rest of us escaped without any bullet hole. Now, as to the swag, it's buried, we couldn't kerry it long you see——"

"Wait, Jane; thought I heerd—go on—'twas'n't nothin'—go on."

"You'll find it in the hillside woods, four feet from the tree I showed you onst. Dave Dizzie, you know. Dave throwed away his revolver so he'd not git ketched an' went back home to watch. He don't know where it's buried an' you must git it an' keep it an' fetch it to us when we git settled again an' the thing cools down sorter—you know. We aint campin' long at a place jist yit, an' air tryin' mighty hard to keep ourselves kinder scarce like. Whether we're all together ur haint all together it don't make any sort of difference."

The hag-looking, sunken-eyed reader looked up as if half startled, while her fingers deftly and cunningly folded the dirty, crumpled letter and softly slipped it into her dress bosom. She had an air of startled inquiry. The other poorly-clad, thin, rusty-faced, pop-eyed woman, without any manifestation of surprise, said in a criminal, hollow voice:

"All right, Jane."

"There's where the swag's hid—do you know?"

"Yes."

"So do I."

"Hist-st-st!—sh-sh! lifting a cautionary finger in dramatic form and looking all around "Did you hear someone?"

"Peers like I did. Don't see anyone, do you? An' yet I thought I heard a cough."

"Might a been the wind stirin' the leaves together."

"Might a been."

Berry had unconsciously cleared his throat, but now, with Annie's startled eyes resting upon him, he was perfectly still."

These two female accomplices, but very ordinary looking women when summed up at a glance,

arose, and without another word walked away in the opposite direction and disappeared. They had not detected Berry and Annie, concealed beneath the boughs of some shrubbery that carelessly overhung the seat and formed a sort of a cool bower.

Annie looked straight at Berry and tore open her large eyes at the discovery. It was a "dead secret," and the natural inquiry in her mind was what it would lead up to.

"Do you know, Berry, where it's buried?" she asked, not a little agitated. Her look expressed more than her words, and she stood upon her feet, unconscious of her act.

"I do. But mum's the word, Annie now."

It was difficult to comprehend why he was so cool. There was nothing in his voice to indicate surprise, but he stood up, settled his hat on his head, and thrust both hands deep in his pockets. That was all.

"I wish I hadn't heard it," said Annie timidly.

"Why?" but he knew why. And yet he asked. That is human nature, you know.

"Well, I don't fancy such dangerous secrets."

"Dangerous!"

"O, well, you know, you tease, what I mean."

And as she turned away, playfully pettish, Berry thought he never saw so divine a thing.

"How do you know I do?"

"Actions speak louder than words. Besides, you haven't denied it. And isn't it really dangerous to know the dead secret of a dangerous bad gang like they are?"

"They're not likely to do anything to you. They're more likely to skip the country."

"I'm not afraid of them—that's not it. But knowing the secret of a bad set, being that far on a level with them—I don't like it, even if you do try to make me think you do." Perhaps there was a little reproach in the glance she gave him.

"Ha, ha, ha!" laughed the good-humored Berry, "I'd just love to be mixed with them even handed. The night they called on us so suddenly we weren't expecting visitors and weren't prepared to receive and entertain them, you see."

"But these old hags—they're enough——"

After Berry opened the gate for Annie at her own home, he immediately sought a policeman, to whom he told the dead secret he had overheard from the two bad-looking women.

"As soon as we can we'll go," said the blue-coated, brass-buttoned arm of the law.

"Why not now?" asked Berry.

"Better when dark," was the laconic reply.

Together, as soon as it was dark—the delay was fatal—they set out for the oak tree on the hillside.

"I don't think there's anything in these women's story," said the wisely cautious policeman. Not to believe a thing was a clear evidence of native shrewdness, the star-adorned man in blue believed.

"We'll soon see," said Berry.

With some difficulty they at length found the oak. By the aid of a bull's eye they discovered four feet from the tree a hole in the ground.

"Somebody's been a-diggin'," confessed the policeman, still believing, however, that doubt is the perfection of wisdom.

"Fresh dirt and a fresh hole," said Berry, looking down into the hole, less than two feet square and two feet deep.

"Yes," dawning upon the intellect of the man in blue that they were too late. He peered down into the cavity as if he expected to see gold.

"Nothing in it," said Berry, regretfully.

"No."

"Certainly done by the old crones."

"Fresh done," looking all around upon the oppressive darkness. The old oak was as silent as the hill and the night.

"I don't suppose it's lying 'round here now anywhere," observed Berry, a broad smile in his twitting remark. And he looked all around, too, as if expecting to see gold glittering out of the darkness. "No, they took it, I 'low, along with 'em."

"Too smart for 'us," the policeman acknowledged, without knowing that he had made an acknowledgment.

"Gone with the swag—swiped!" cried Berry, with an irritated laugh. "But I guess we can go back over the same road we came."

"O, as to that!" And there the policeman stopped. To him that was a complete idea.

They returned to town.

Berry went to the hospital to see how Harry was getting along and tell him about the two coarse-grained women and the burial of the swag under the oak tree on the hillside. But they would not permit him to see Harry, as he needed all the quiet possible.

Suffice it to say the robbers were never caught.

And when Berry and Annie were married the following Christmas, Harry O'Fallon was the liveliest one present.

MODERN PROSPERITY.

BY JOSE GROES.

The *Review of Reviews* for February of this year, has a very interesting analysis of some of the plans with which England is trying to solve some of her internal problems. Just now the plans in question are allowed to be cooked over in the brains of the present Colonial Secretary, Mr. Chamberlain. The plans, as well as the problems to be solved, are old problems and old plans. For about 250 years the principal problems of England have been as follows:

1st. How to get along with Ireland without serious disturbances.

2d. How to prevent the constant impoverishment of the agricultural classes.

3d. How to employ the increased number of people crowding into the cities for something to do, because unable to make a living on the farms.

England's idea has always been that the best way with which to solve such problems would be to have a colonial empire, giving her a new supply of cheap lands and new markets, new lands for those who could not make both ends meet in the lands of England, and new markets where to sell the products that could find no purchasers in

England, because of the poverty of those who produce all the wealth there.

The colonial empire of England to-day must cover over 15,000,000 square miles, about 40 per cent of the inhabitable area of the earth, including deserts made by men, and which men can again convert into fertile lands. And still our wise England has not solved any of her three problems, although she has drenched the earth with blood for at least two centuries and a half, in the acquisition and preservation of her colonial empire. Because that empire forces her to control Egypt, and keep the Turks in Turkey, etc., etc.

Yes, our fine Mr. Chamberlain is yet working at the same old stand in London, trying to see where England can find new lands and new markets through which to barely keep alive about 90 per cent of the people in Great Britain, when the nation contains an abundance of natural resources for fifty millions of people to live in plenty, and she has not even forty millions yet! To be sure, England experienced the same troubles when she had but ten millions of souls, under that great queen, Elizabeth, a wise woman in many respects, who was constantly making laws

to prevent the people from abandoning their farms and rushing into the cities. The poor woman did not know that there is but one way to prevent that. And none of the English statesmen has known any better than her, up to our days. No colonial empire can save any nation from the results of internal iniquities from laws of monopoly. Take that unhappy island of Ireland that England has never yet been able to assimilate, and is forever trying. Suppress land monopoly, and fifteen millions of people would find a full living in that island, while to-day it contains but four millions, most of them plunged in deep poverty.

The object of colonies is to have markets, outside the natural frontiers, where products can be sent without restrictions. When colonies are small, the mother country can handle them as she pleases. As soon as they become important, they can only be kept, with some profit, by letting them control their own tax fund, when the so-called protective tariffs come into play, and thus colonies become to the mother country a mere name. That is just what has happened to England. As a matter of fact, the most important and profitable commerce of England to-day is the one she carries with the United States. What proves that, is the deplorable result, to us, to the effect that we pay to her an annual tribute of about \$200,000,000 in rents on the property that England's capitalists own in our nation, when that property should belong to those who live, and work, and vote here, in our own land. There are nowhere any other seventy millions of people paying any such tribute to a few rich potentates in England as we, free Americans, do! We pay, besides, over \$50,000,000 annual tribute to French and German wealthy fellows!

The preceding paragraphs are intended to illustrate the fact that, even with the most powerful nations, all their misfortunes or imperfect development are due to ignorance on the simplest economic principles, on taking effects for causes, on misapprehensions about all perceptions of justice among men. And so we find that neither England, with her immense colonial empire, nor the Grand Republic, with the treasures of the richest continent, can properly feed, clothe and house their respective working masses, without which they would not amount to anything, the two nations in question. In each one of them we stumble against the same identical glaring iniquities, viz: poverty among the agricultural classes, a portion of them being constantly driven toward the cities in search of better earnings and often finding their conditions harder yet. And absence of employment every now and then. And

wretched homes in the country as well as in the city, in the town as well as in the hamlet. All that is called prosperity by the men who manage to live without any harsh pinching processes on the bagatelle of \$10,000 per annum, or two or three times that sum; but consider that \$500 or \$600 is an abundance for any working family group of farmer in the land. And so, when we fix up our census, every ten years, we manipulate figures so that to give us, for the working people, any average earnings which in our judgment represent a full living, even if that is but five per cent or less of what we believe we should have, we, the large employers of labor, or large bondholders, etc.

A real, genuine prosperity would not need to be proved by any figures or census whatsoever, to the men of the present. It would prove itself by the general contentment of all classes, by industrial stability, by the absence of tenement houses in city or town, as well as that of unpainted and gloomy farm houses through the country, by constant friendly relations between employers and employes, by the difficulty of finding additional help when wanted, because of everybody always at work and unwilling to change bosses, and by restful conditions in all our respective activities. Under a prosperity worth having, we would not waste our time in trying to show this or that rise in wages since this or that time, or such and such a fall of prices during this or that period; and new combinations would never arise tending to check that competition of despair that appears to hang over every one of us like a sword of Damocles. Nor would political corruption forever be on the increase, and so that drink habit about which we have to be all the time legislating and is never fixed up right. And we would not be constantly finding fault with that tariff that we have patched up fifty times within the last one hundred and twenty years, and the more we change it the less satisfactory it becomes. And what about the money question? We have tried all kinds of money, until for the last thirty years we have had seven or eight kinds doing service all the time. And what a service! Something like that of a cheap boarding house hash!

For over fifty years, anyhow, the two leading nations have been England, with her colonial empire, and the United States, with her continental one; and what do we see in both nations? They are by far the richest of all, and it is with them that the struggle for existence is the hardest. And that is not limited to those who cannot make over \$500 a year, and often considerably less. It extends up into incomes below \$10,000. Remember that the dollar, or any other money denomi-

nation, is nothing but a relation between the value of the products we all need, as well as the quantity and quality of the needs we may require because of the peaceful or restless conditions of the civilization we may see fit to organize. Remember again that the average needs of the average worker are equal, not only to his average product, but to what he could produce under that industrial freedom he may long for at the time, and could and should have to fulfill the duties of the time, because of God's inspirations on the subject to this or that nation.

Take the Turks in Europe, or the Hottentots in South Africa. Between their needs and those of the so-called free citizen of a supposed free republic, the difference is immense, perhaps greater than that between \$1.00 to \$100.00. What the average Turk or Hottentot family consumes, in the course of the year, must necessarily represent \$30.00 of our own. Well, we could to-day produce over \$5,000 as an average for our family group. Call it from \$3,000 to \$10,000 as extremes. And it is then that we would have healthy citizens, because even the lowest would have what he needed to fulfill his duties to-day, in accordance with the requirements here, in our midst, and thus evolve a manly civilization instead of the monkey one we have, with all the instincts of the wild beast in the forest!

Rough and fantastic as our above comparison will sound, it may serve to carry into the minds of our readers the following moral fact:

Nations can have no prosperity that fails to rest on mental peace, because without righteous social adjustments. We seem to imagine that general totals and averages in dollars and cents can be isolated from ethical laws and yet mean something!

What an aberration! In all that relates to men we cannot separate the physical from the moral order any more than a building from its foundations, a tree from its roots, a star from the light it sends forth, a flower from the aromas of its own petals and corolla!

Take any human individual. He does not need

any doctor or any medicine when he is not sick. He only needs one doctor and some medicine when he is a little sick; but, when he is frightfully sick, he needs lots of medicines or combinations to carry him through from day to day. That is just what happens with our grand modern empires and republics. We need piles of new laws, each one to act as a medicine to combat this or that evil. We require quantities of new combinations and plans to see that everybody may have plenty of hard work to barely go through the day, and the problem of the unemployed is day by day farther from solution, in England with her 15,000,000 square miles, in the United States with her 4,000,000 of them. The former contain natural resources for the real, and not fantastical, prosperity of three times the population of the globe, and the latter for the whole population of the planet. Even then the population per square mile would not be over half of what it has been in the best historical periods in certain portions of the earth. Under somewhat normal social adjustments, and even without modern inventions, most of our 40,000,000 square miles of inhabitable soil can provide for an average of 500 human souls, with plenty of forest land, ten times the proportion of Great Britain, somewhat larger than the average for the whole of Europe to-day, besides a full acre for every city home all over, and plenty for carefully cultivated farms, etc.

It stands to reason that a certain degree of plain common sense is needed to carry out the above suggestions and to realize a given quantity of moral and physical order in the life of nations. And prosperity has no value in the midst of sin; and the greatest forms of sin, by far the most fatal of all, are those incorporated in "law." That breeds two forms of ignorance. That of the working masses is one. That of the cultured classes is the other. The most transcendent lesson of history is as follows:

"Behind the sins of the sinners we can always find the sins of the saints, or the blunders of the good and the powerful, if you like that best." The first shall be last.



A STORY WITHOUT A NAME.

BY MRS. M. E. S.

Among the conductors of southwestern Kansas none was more popular among his associates than Neil Leonard.

When among the boys there was no better story teller or companion than he. Still through all his conversation and anecdotes there was a vein of sadness, as if somewhere in the man's past there had occurred something that had overshadowed his whole life.

Though by no means was he to be called a handsome man, there was something in his manly, open face and energetic bearing that inspired trust and confidence.

On duty he was ever polite and accomodating, and especially so to those in his charge who were crippled or sick, or in any way deprived of nature's gifts. Though whether this was because of his natural tenderness and pity for those not blessed with a frame as sturdy and wholesome as his, or, whether, by so doing, he believed himself atoning for some past neglect, it is impossible to say. When he first came, the boys, with no intention of harm, often chaffed him because of this trait, and called him the "old woman." But his only answer would be a smile.

Never had he been known to give vent to a hearty laugh, and once, when someone had said, "Neil, old boy, why do you never laugh like other men?" he had replied, "Because there is no laughter in my heart." So, finally, the boys became accustomed to his silence and thought no more about it.

Thus things went along for about two years, till one morning in April he came down to the depot to chat with the boys, as was his wont, when not on duty.

He spoke to several and then passed into the office. He was not gone more than ten or fifteen minutes, but when he came out the boys knew something was up. Instead of the habitual sadness, there was a look of absolute horror on his features.

A friend came up to speak to him, but, on looking up, started back, exclaiming. "For mercy's sake, man, what's the matter?" For answer he handed him the yellow form of a telegram, and this is what he and the boys standing near, read, "Your wife cannot last 'till night. Come at once," and was dated from F——, a city some fifty miles

up the road. When they looked up Neil was nowhere in sight.

The surprise of the boys can well be imagined, for they had supposed him to be a single man, though he had never said so.

When the train pulled out, she carried as a passenger a stony-faced man, who sat with his head bowed on his hands, and whom the conductor, when he came by, spoke to as "Neil."

The boys remained on the platform long after the train left, pondering over the affair, and wondered and sympathized all at once.

On reaching F——, Neil was met by a tall gentleman, and with no greeting excepting a silent hand-clasp, they left the depot and proceeded to a crossing, where they hailed a street car and were carried toward the center of the town. Not until they had passed through the center of town and were nearing the suburbs, was a word spoken. Then Neil asked, "When did the change occur?" and the answer was, "At midnight." Presently they neared a great, gloomy structure that somewhat resembled a prison, and here they alighted. As they neared the main building, over the door could be seen the words, "Insane Asylum."

And this was the reason of his sadness! His wife was insane! What wonder there was no laughter in his heart!

They entered the building and proceeded to the wards devoted to the sick patients, and here on a low cot lay the form of a woman; young, surely, for her face looked absolutely childlike, and the short, black, curly hair, tossed and tumbled by the maddened hands, only served to increase the look of youthfulness.

But the hands were quiet now, and lying there so quietly, she seemed a sleeping child worn out from play. At the door, the doctor, for such he was, stopped and bade Neil go forward to the cot. He did so, and when he saw the pinched white features of her he called wife, a great cry escaped him, and kneeling down, he took the poor tired head in his arms, and tears, such as men seldom weep, fell upon the unconscious face.

The doctor hurried forward to take him away, but stopped short at the foot of the cot. The woman had opened her eyes and was gazing at the form above her. Steadily she looked, and then, "Clara, wife, don't you know me?" brought back her

recollections. and a smile broke over her face as she said weakly, "O, Neil, you've come, but,—O, I'm so sleepy," and throwing one arm over her head she closed her eyes, and her husband laid her back saying, "she is dead!"

"Hush!" said the doctor. "Dead! Why man, her life is saved, and she's sleeping like a child!" And so it was. The news coming so unexpectedly when he believed her dead, was too much for Neil Leonard, and with the words, "O, God, I thank thee!" he fainted.

When he awoke and knew that it was true, he was as a man beside himself with joy. At the end of a week his wife was so much better that she could sit up and talk. The past was discussed and forgiven and then he told her how he left the boys, and laughingly added, "They thought me crazy, I'll bet." His wife insisted on his going down, and so one morning he jumped aboard a freight and was soon among the boys on the platform. But if they had wondered at his conduct then, what must they have thought now.

His face was wreathed in smiles and he shook hands with a grip that meant a great deal. To the inquiries of, "Well, old man, how are you?" he replied, "Boys, you must have thought me a

queer fellow not long ago. Am I right in thinking you wish to hear my story?" And to the cries of "yes, yes," he told how he had been married some six years before to one of the sweetest and purest of girls, and how they had lived so happily for the first two years; how, at the end of the first year, a baby boy came to gladden their home, but staying only long enough to become a part of their life, and then was taken to heaven; how after that his wife had fretted till he coaxed her to go among her friends more, and his naturally jealous disposition became worse through the lying hints thrown out by gossips; how he had taunted his innocent wife till in desperation and half delirious she had attempted to leave him and the train she was on had been wrecked and she had been hurt; how she lay in a stupor for days only to awaken in insanity, her one cry being, "Mercy, husband, mercy!" how the sight of him made her so frantic that they had been compelled to place her in an asylum; and, finally, of her almost miraculous recovery and forgiveness of him.

When he finished there were tears in the eyes of all. "Boys," he said, "I've been a hard, stern man to that little woman, but, please God, I've learned a lesson I'll never forget."

THE COMPENSATION OF MACHINERY.

BY W. P. BORLAND.

There is a very prevalent theory that those great machines which are the product of our modern inventive spirit, notwithstanding their manifest tendency to abridge and displace manual labor in the fields of industrial activity which they invade, nevertheless, tend, somehow or other, (not yet satisfactorily explained,) to fully compensate the workers for the original evils entailed upon them.

This compensation theory hinges upon a suppositious increase in demand, following the cheapening process which results from the application of machinery to industry, and the increased production in the given field which is its consequence; also, the multiplication of new employments to satisfy new demands created by, and as a consequence of the vast numbers of workmen set free by the introduction of machinery into the original employments. The theory, as stated by Torrens, Senior, McCulloch, and, in fact, all of the standard economists of the old school, with the exception of Ricardo, who expressly disclaimed it, is that, all machinery which displaces workmen in any given field of industry simultaneously and necessarily sets free an amount of capital ade-

quate to employ the same identical workmen in the same or some other field. Thus, the displacement of the workmen in the first instance is held to be only a temporary inconvenience to them, at its very worst; as a consequence of the eagerness of the freed capital to engage itself productively a new bond of union between it and the freed workmen will soon be formed, and the displaced workers will find themselves once more as well off as they were before their displacement. This theory is a very comfortable one for the capitalistic exploiters of men and machinery, and it has been carried to most absurd lengths by the upholders of the present system; they have ignored not only self-evident facts, but also, nearly all of the ordinary dictates of common sense, in their efforts to accommodate existing conditions to the teachings of this theory. As a sample, I have now before me a pamphlet written by one of these apologists for the existing capitalistic regime, (with the single exception that he wants *real* free trade), in which the astonishing claim is seriously advanced that, supposing it were possible to perfect machinery to such a point that manual labor would be

entirely dispensed with, and all production be carried on automatically without human aid, every person now engaged in production would immediately find remunerative employment in distribution. I will let this gentleman speak for himself:

"That labor-saving machinery, far from displacing workers, simply leads employment into other channels, is furthermore plainly shown by the immense number of warehouses, stores, offices, and other distributive agencies lining the thoroughfares of the large cities not only, but of considerable villages as well. All of these have increased so much since, and as a consequence of the general introduction of labor-saving appliances, and the consequent increase of products.

* * * * * The number of managers, superintendents, buyers, cashiers, clerks, delivery men, packers, and other functionaries employed in stores is simply immense, while every improvement in productive processes, and consequent cheapening of products, constantly increases the number and magnitude of stores, and thus opens up new avenues of employment in other than purely productive undertakings. If, which is impossible, machinery could be perfected to such a degree that it could do the whole work of production without the guidance of human hand or brain, it is safe to say that every worker thus displaced would almost immediately find more pleasant, more remunerative, less grinding employment in distributive channels, such as stores, offices, transportation, etc. This is self-evident from the fact that, where there is a large product there must be a correspondingly large number of distributors, and consequently, where production is almost gratuitous and unlimited the possibilities for distribution only end with the number of available distributors."

The pamphlet contains about forty pages of such puerile stuff as this, without a single fact or figure cited in support of any of its assertions; notwithstanding that the author states his purpose in writing to be, "to show the beneficial influence it (labor-saving machinery) has exercised upon individual prosperity as well as social progress." Facts of common observation and notoriety sufficiently expose the idiocy of such a claim as that distribution absorbs all of the surplus labor thrown off from the purely productive industries. We are all familiar with the extent to which labor-saving appliances and methods are invading the field of distribution itself,—the movement is scarcely less pronounced than in the purely productive field,—and the department store and commercial trust, whereby the numerous divided interests in a given line of industry are brought under one general management, promise fully as

great economies in the "setting free" of human labor in the distributive industries as have been attained in the purely productive ones. In fact, the consolidation of industries, and thus bringing about economies in distribution through the displacement of manual labor, furnishes a much wider field for the profitable investment of idle capital to-day—barring government bonds—than does any further attempts at cheapening the cost of actual production. The tendency of consolidation of capital to bring about economies in distribution is well illustrated by King C. Gillette, in his book, "The Human Drift," and he has drawn a graphic picture of the possibilities in that direction, which is worth quoting:

"You can make laws that will prevent all the shoe factories in the United States from combining as one; but you cannot prevent capital from entering the field in sufficient amount to crush out the existing divided shoe industry. Suppose for a moment, that Armour, with his enormous capital and influence to command the capital of others, should conclude to manufacture shoes. In the first place, he could control the hide market. It would then be only a step to erect tanneries at one point for turning these hides into leather. Another step would be to erect a shoe factory to manufacture this leather into shoes, belting, harness, etc. One step more, and this same Armour company could establish its own distributive stores in all of the large cities of the United States, and thus retail direct to the consumer. They could thus reach millions of our population, and by selling for cash to small dealers, in places where they did not care to establish their own stores, they could reach our whole population, and thus command this whole industry, from the raw material to the consumer. They could sell at prices that would defy competition. Who can deny the above possibility, when the concentration of capital in individual hands is constantly increasing, besides which there is the enormous power resulting from the combination of these individual magnates of wealth in corporate bodies? * * * * * The economical results which follow the consolidation of any single divided industry are so far reaching that it would be impossible for any other than an infinite mind to trace them. Thousands of pages could not enumerate them; for, from cause to effect, they affect every industry. Reduce a given industry which consists of two hundred divided manufacturing establishments, to one, and what is the result? You reduce two hundred power plants to one, and you save not less than seventy-five per cent in power demanded. You have repairs on one power plant as compared with two hundred.

You have repairs on one building, which, if fire-proof and indestructible, are infinitesimal as compared with the repairs on two hundred decaying and rotting structures. You reduce the machinery required to less than one-third the aggregate amount used in two hundred establishments; and, if you wish to run your consolidated establishment the full twenty-four hours each day, by the employment of three separate gangs, for eight hours each, you can reduce your whole establishment to one-third the size in building, power plant and machinery, as compared with the size necessary if you worked only one gang of men eight hours, as is the usual way. * * * * *

Take the coffee and spice mills of the country. I suppose, taken together, there would be fully three hundred. If this be true, it is my firm belief that a single building, covering a ground space two hundred by five hundred feet, and ten stories high, would be more than large enough to turn out the aggregate amount of these mills, such mill to run night and day without cessation. In this case, there would be a saving of not less than fifty per cent in manual labor in the manufacturing department. In the bookkeepers, office help, traveling salesmen, and teamsters and horses, there would be a saving of seventy-five per cent, at least. If this plant requires only twenty-five per cent of the power formerly demanded for three hundred divided plants, the amount of coal to mine for this industry has been reduced seventy-five per cent. Now, if the coal is reduced seventy-five per cent for this industry alone, it follows that the carrying trade loses this amount of freightage. This reduces the labor employed on railroads, and reduces the number of cars to carry coal. This, in turn, reduces the coal used by railroads, and thus reduces the manual labor in car shops and locomotive works; and this, in turn, again reduces the necessary power of these establishments, and thus reduces the output of coal again. * * * * * By reducing the three hundred mills to one mill, you have dispensed with the repairs on three hundred buildings, three hundred power plants, three hundred lots of machines, and the wear and tear on many miles of shafting and belting. All these things affect every trade and business in the country, which are all so interdependent one on the other, that the slightest move towards greater economy in production and distribution is felt throughout the whole commercial field. There is nothing that creates a more radical revolution than the consolidation of those industries which produce the necessities of life; for all the tributary industries are in their most luxuriant and flourishing condition, like a lot of weeds, when these

necessary industries are divided and sub divided into innumerable and widely separated parts. *

* * * * * One would really think that the maintenance of tributary industry was our main object; for, in truth, tributary industry employs at least nine out of ten of those who labor."

If it be answered that such a conception is chimerical, we have only to point to the extent to which consolidation of divided interests has already been carried in the oil trade, the sugar trade, the match trade, the cracker trade, etc., and it is but one step more for all of these great trusts to invade the jobbing and retail field and control the entire distributive processes by which their respective products reach the consumer; and, moreover, it is in this field of distribution where they must logically seek to realize further economies, as the limit of possible economies in the productive processes has practically been reached by them.

Less than a century ago, in a criticism of the socialist theories of Louis Blanc, Fourier and Owen, published shortly after his death, no less an authority than John Stuart Mill declared the absolute impossibility of the industrial trust, in these words:

"The richest competitor neither does nor can get rid of all his rivals, and establish himself in exclusive possession of the market; and it is not the fact that any important branch of industry or commerce formerly divided among many has become, or shows any tendency to become, the monopoly of a few. The kind of policy described is sometimes possible where, as in the case of railways, the only competition possible is between two or three great companies, the operations being on too vast a scale to be within the reach of individual capitalists; and this is one of the reasons why businesses which require to be carried on by great joint-stock enterprises cannot be trusted to competition, but when not reserved by the state to itself, ought to be carried on under conditions prescribed, and from time to time varied by the state, for the purpose of insuring to the public a cheaper supply of its wants than would be afforded by private interest in the absence of sufficient competition. But in the ordinary branches of industry no one rich competitor has it in his power to drive out all the smaller ones."

Yet, the very thing which this "greatest economist" and reputed profoundest thinker of his day, asserted could not possibly happen, has happened, and that, too, as a logical result of the operation of the very laws which he so elaborately expounded and explained, and which he relied on to prevent it. If Mill was wrong about the trust,—which he most assuredly was,—the wisecracks of

the present day are just as liable to be wrong in their conclusions concerning the impossibility of the application of trust methods to the distributive processes. On the present plane of industry and following out the present motives of industrial organization to their logical conclusion, there is, in fact, no other course possible for our present monopolies but to invade the field of distribution and absolutely control their respective products throughout all their ramifications from the raw material to the consumer. Economically, it is, in fact, utterly impossible to establish any arbitrary line of demarkation between production and distribution. So far as economic motive is concerned, the productive process is a continuous one, beginning with the first manipulation of the raw material and ending only when the finished product is finally placed in the hands of its ultimate consumer. It is then only that the commodity is withdrawn from the field of exchange and relieved from the influence of capitalistic effort to realize profit from its manipulation; this influence being fully as potent during its transmission through the channels of distribution as it is in the original process of manufacture, because the whole motive and aim of capitalism is to place the finished product in the hands of its ultimate consumer at the lowest possible price, so as to get the better of all possible competitors, and the cost of distribution has exactly the same effect on the price of commodities to the consumer as has the cost of production; that is, its effect is to increase such price. The displacement of labor in distribution, then, and so the reduction of labor-cost of commodities, is a necessary consequence of the capitalistic manipulation of products, and the talk about distribution absorbing all of the workers displaced by improvements in the productive processes is ignorant and puerile. The claim, too, that distribution furnishes "more pleasant, more remunerative, less grinding employment," to the workers displaced by the introduction of machinery in production is in such glaring opposition to well known facts that it is astonishing to find any writer presuming to insult the intelligence of his readers by making it. And the very instrument which this writer has selected upon which to base his extraordinary claim, the modern store, is, of all the instruments of distribution, the most unfortunate one which could have been selected for his purpose. The modern store, as is only too well known, is a veritable slave pen; and the tendency in it is to get rid of all the adult and male workers as fast as possible, and employ none but women and children, who are worked excessively long hours and for wages which will not suffice to support life. The *Twentieth Century*

recently quoted some characteristic instances of the slavery of the modern store, which were brought to light by the investigations of Dr. Rainsford, and published first in the *Outlook*:

"Sales-woman, twenty-four years old, works at Macy's, receives four dollars per week; worked for ten days before Christmas from 8 a. m. to 10:30 p. m., and on Sunday from 9 a. m. to 5 p. m.; received 67 cents for Sunday work, but no extra pay and no food when kept late during the week.

"Sales-girl, sixteen years old, works at Ludwig's, receives three dollars per week; worked nine days before Christmas from 8 a. m. to 11 p. m., and on Christmas Eve until 12:30 midnight; received no extra pay for overtime and given no food.

"Cash-girl, fourteen years old, works at Ehrich's, receives one dollar and seventy-five cents per week; worked two weeks and two days before Christmas from 8 a. m. to 10 p. m., and sometimes to 12 midnight; received twenty-five cents per week for extra work, and a cup of tea each night."

Any person who cares to do so may easily satisfy himself that these are not isolated and extraordinary instances of slavery, but common and very ordinary ones. The facts are too notorious to longer admit of argument. An intelligent young woman of my acquaintance is employed as clerk in a confectionary establishment, at a salary of three dollars per week. During the holiday season she worked until 11 p. m. at night without extra pay; and then walked more than two miles to her home after her day's work was done, because she could not afford to pay street car fare. And during all last winter her father and grown up brother remained idle at home, unable to find work to do; this girl's meager salary, supplemented by what little her mother could earn by sewing, being the sole resource to supply the wants of a family of six. We need, none of us, look far beyond our own experience for facts. So much for the modern store, and so much for the tendency of distribution to absorb the labor displaced by the introduction of machinery to the productive processes. Where, then, does the compensation to the workers come in? In the January CONDUCTOR the editor says: "If there is any one convincing lesson taught by history, it seems to us to be that demand has always followed an increase in productive power." Yes, history teaches this lesson; but it does not teach that demand has ever followed increase in productive power in adequate measure, and that is the point upon which depends the integrity of the compensation theory. If the increased demand were

adequate to the absorption of the increased product there could be no complaint. We should then never experience these periods of stagnation in industry, and the millions of idle workingmen who are tramping our highways would be unknown.

"Since every article produced by a machine is cheaper than a similar article produced by hand, we deduce the following infallible law: If the total quantity of the article produced by machinery be equal to the total quantity of the article previously produced by a handicraft or by manufacture, and now made by machinery, then the total labor expended is diminished. The new labor spent on the instruments of labor, on the machinery, on the coal, and so on, must necessarily be less than the labor displaced by the use of the machinery; otherwise the product of the machine would be as dear, or dearer, than the product of the manual labor."—Karl Marx, "Capital," Part. IV, Sec. 6.

The reduction of labor-cost, the setting free of laborers engaged in the productive processes, is the end and aim of the capitalistic organization of industry; this is the prime condition for the realization of profit. It follows, then, that, supposing the product to be not increased, nor the price diminished by the introduction of machinery, then the laborers "set free" must remain absolutely idle, and demand cannot increase, but must rather diminish, just to the extent that the displaced workers are deprived of their purchasing power, unless the owner of the product is able to invade and conquer a new market, equal in extent to the one which has been destroyed by the displacement of his former workmen. But the product is always greatly increased and the price greatly diminished by the introduction of machinery. Here, then, is a source of compensation. The increased product requires, of course, an increased amount of raw material; this stimulates the tributary industries concerned with the procurement of this raw material, and the displaced workers will here find new employment, the decreased price sustaining the market by enabling the workers, in this and all other industries, to make effective demand for the entire product. By taking any single industry in this way, without reference to all other industries in the same productive circle, we can theoretically establish equilibrium and make demand adequate to sustain the increase in productive power, supposing, always, that such increase is not accompanied by a decrease in wages. But machinery by no means confines itself to a single industry. It invades the entire field of production and distribution and attacks all industries, so the line of reasoning

outlined above is of no account, as it is a physical impossibility for us to make the two prime factors balance each other when we consider industry as a whole. The economic lines, supply and demand, like the asymptotes in mathematics, continually approach each other, but never meet. We must, then, depend on the introduction and multiplication of new employments as a source of compensation. What are these new employments, and whence do they derive their sustenance? The displacement of a portion of the workers in any of the primary industries necessarily destroys a portion of the market for the products of, not only that, but all other primary industries; this, because the displaced workers are immediately and effectually cut off from their power of consumption. They must find some means of renewing the bond between themselves and these primary industries, by obtaining a new power of consumption, or submit to the alternative of starvation and death, *voilà tout*. This is necessary, not only for their own preservation, but also for the preservation of the industries from which they have been displaced. Some of these find employment in the manufacture of the machines which have displaced them; some in the procurement of the increased amount of raw material necessary to manufacture the increased product; some in the increased avenues of transportation made necessary by the distribution of the increased products to new markets; some in the invasion and conquest of those new markets themselves, and so on. But there always remains a surplus, as a necessary consequence of the law which I have stated above, unable to find employment in any of the avenues tributary to the primary industries. This surplus, constituting an army of veritable slaves, because of its necessity to somehow or other procure the means of subsistence, and its inability to do so except by the favors of others, remains absolutely at the disposal of the capitalist class, the owners of the machines, the food supply, the land, the capital of the country. While the introduction of machinery necessarily decreases the consuming power of the class of workers, taken as a whole, it, at the same time, and just as necessarily, increases the consuming power of the capitalist class, taken as a whole. But the class of capitalists, the machine owners, the rent, interest, and dividend receivers, is a relatively small class, while the class of workers is a relatively large one. The total production of wealth applicable to the needs of the population as a whole, or, rather, the creation of exchange value,—consuming power,—increases enormously; but, by reason of the existence of the principle of property.

which gives this relatively small class of capitalists absolute ownership of the available means of subsistence, this consuming power is piled up in great heaps in the possession of the capitalist class. This class obtains power to consume beyond its needs,—too much,—while the class of workers is deprived of its consuming power, and must consume too little. But the class which finds itself in possession of this excessive consuming power cannot alone support the primary industries. When men's necessary wants are satisfied they care for no more; they become satisfied. This is as true of capitalists as of workmen. The class of capitalists, then, becoming satiated with the necessities of life, and finding itself still in possession of an excessive consuming power, turns this consuming power in a new direction and demands luxuries. Having their bellies full; having clothes and shelter fully adequate to supply their necessary wants; and being under no necessity to labor, because of their possession of capitalistic income, they become fastidious in their tastes, and seek, first, quality rather than quantity in their food, clothes and shelter. They seek to tickle their palates with rare and costly wines, they demand delicate and exotic food products, spacious and elegant dwellings, elaborate and costly table service, such as rare old china, massive plate, etc.; rare and costly jewels to bedeck their persons, elegant clothes and fine laces and embroideries. Then their pampered tastes turn in new directions. They ape the manners of royalty, and the effete aristocracies of the world. They demand a retinue of servants to attend to their slightest wishes and minister to their ostentatious desires. Valets, maids, footmen, butlers, coachmen, gardeners, flunkies of all description and of all degrees of degradation come into fashion. They become patrons of the prize ring and the race course; and the breeding of race horses for gambling purposes, and of prize fighters, becomes profitable. They take to yachting, and demand elegant steam and sailing vessels for their private pleasure. They demand summer resorts and winter resorts, where they may withdraw themselves from the common herd and nurse their feelings of ennui. They cultivate fads of all description, and sink vast sums in what they call "scientific" farming, stock breeding, pisciculture, etc. Others, again, become bibliomaniacs, numismatists, collectors of bric-a-brac, postage stamps, etc., while still others, natural humanitarians in whom the altruistic sentiment is dominant, but whose entire natures have become perverted by a system of false education and the terribly unnatural environment in which they have devel-

oped, moved to pity by the terrible sufferings they see on every hand, become scientifically philanthropic,—a commercially developed morality approves nothing unless it bears the stamp of "science,"—and devote their attention to the development and support of charity organizations, missionary societies, schemes for the housing of the poor, soup kitchens, penny lodging houses, profit-sharing schemes, and all the multifarious empiric poultices by which it is sought to neutralize the gnawings of the cancer which is eating out the heart of "civilized" (?) society.

To carry out all of these schemes, to obtain the necessary labor to minister to all of these perverted tastes, this surplus thrown off from the primary industries and rendered useless, this army of slaves, stands ready at the beck and call of the capitalist class. Immense numbers of these slaves are thus enabled to renew the bond between themselves and their means of subsistence, the primary industries, by catering to the luxurious and perverted tastes of their masters. The number of domestic slaves, the servant class, increases enormously. I have no recent figures at hand to show the relative increase of this class in the United States, nor the proportion which it bears to the other classes of workers, but common observation is enough to teach us that the class is an ever increasing one, both relatively and absolutely. According to figures presented by Marx, as long ago as 1861, the servant class in England and Wales numbered more than all the workers in the textile factories, metal industries and mines, taken together! These perverted tastes of the rich often assume incongruous and terribly revolting forms. As, for instance, not long ago the press dispatches contained the story of a woman in Pittsburg who ordered an elegant plush lined and silver mounted coffin, procured the services of a high-toned funeral director, and went through all the pomp and ceremony of a high class funeral, and all—for what? To satisfy her feelings of excessive grief at the demise of a pet lap-dog! The hunger stunted children prowling in the frozen gutter outside her door excited no compassion in her heart, for are not these "scientifically" attended to by the charity organizations? The funeral of this dog, however, and the manufacture of the appurtenances thereto, furnished employment, and so means of subsistence, to a number of those workmen displaced by machinery in the primary industries. And so the dance of death moves on! Here is compensation, but what terrible compensation it is! And still it is not adequate. Leaving entirely out of the question its moral, or terribly immoral, aspect, such employment can never compensate for

the divorcement of men from their original means of life; for the class which is so employed is no more self supporting than are the idle rich for whose pleasure it is kept at work. Like their masters, these workers must remain a dead weight on the primary industries. The influence which first threw them off must remain active, so as to create more surplus to enable their masters to keep them at work. There are some inventions, like the telephone, typewriter, phonograph, etc., which furnish employment for workers who do not properly come within the categories indicated above, but when closely analyzed, all such in-

ventions will be found to have an effect to cheapen the labor-cost of products, either in production or distribution, if not by the actual abridgement of labor, by the abridgement of time, which practically amounts to the same thing. And, while the number receiving wages increases largely, the total amount of wages does not increase in like ratio, because of the employment of women, children, and cheap labor generally. The compensation of machinery will come only when the workers take possession of the land and capital of the nation and administer it for their own benefit.

OUR NEW YORK LETTER.

International politics have a more than usual element of interest to us just now, in view of the shape that Cuban affairs have assumed, and sentiment is as unanimously in favor of taking a hand in the matter as it was opposed to getting mixed up in the Venezuelan puzzle. That this is so all over the country is indicated pretty well by the action of congress, for while it would scarcely be fair to the nation at large to accuse it of being properly represented by its congressmen, and least of all by its senators, yet when a vote is so nearly unanimous as it was in both houses, it means unquestionably, that they speak for the people. Whether the state department will recognize this is another question; and beyond this, it is a matter for doubt as to whether its action would be influenced if it does recognize the popular demand, since its head seems to have the theory that he is in office to run things according to his individual opinion, and not by what the rest of his fellow citizens may think.

If we try to divest ourselves of our own share in the common judgment, and look on the situation only as disinterested observers, the thought must occur whether there is not an element of greed in this strong partisanship where we have something really at stake, as against the indifference to what was really an abstract dispute, so far as we were concerned. Yet there is another way to look at it. Not only is the Cuban struggle one that is clearly for the rights of the insurgents, while the Venezuelan quarrel was at best a doubtful one over the possession of territory; but besides this, we are always justified in taking part in defense of our own interests, which are unavoidably involved in the Cuban insurrection. Not only as a matter of policy, but as a matter of justice also, an individual has no right to intrude himself into all the disputes of his neighbors, however strong may be his opinion as to their

merits; but he is entirely warranted in protecting his own person or property when they are endangered by the strife of others; and the same rule may be said to hold good for nations. And there can be no doubt that our relations with Cuba are so close, that even if we had no sympathy with the citizens in their effort to rid themselves of what is an intensely corrupt as well as tyrannical yoke, a large share of our welfare is involved in whether it is well or ill governed, in whether its people are prosperous or oppressed.

Even those who are reluctant to have our government committed to the side of Cuban independence, however, have been unwilling to see our legal authorities used to perform police duty for Spain, and there was a general feeling of disgust at the employment of United States marshals to hold the Bermuda when she made her first effort to set out on what is generally understood to be a filibustering expedition. The mysteries of the law are too much for most common folk, and when it comes to law of the international variety, it is really too much of a muddle to attempt to unravel. So nobody quite understands how it should be, yet takes it as a matter of course, that the vessel after being once held up, should afterward quietly sail out of the harbor on her original mission. There is something of opera bouffe in all these Spanish-American affairs, and a general disposition to look on all the proceedings as a huge joke; but the latest suggestion by the *Herald* is almost too far in this line to meet general credence—to the effect that a previous expedition which was said to have been broken up by the foundering of the vessel, was nicely carried out; and that the vessel was not lost at all, but really shipped a double crew, sending back half of them to spread the story of disaster, and thus throw possible pursuers off the track.

We really have not much right, however, to

throw stones at other races for semi-barbarism, when such things are possible as the disgraceful travesty of justice in the Flagler affair at Washington. If our judges were habitually prone to consider the hysterical nature of women when unfortunate enough to be brought before them for offenses against order, or to carefully weigh the possibilities of alleged crimes being only accidents, it would be different. But when the offender is poor and friendless, the judicial temperament is rather too apt to lean towards severity, and it is the more lamentable, therefore, to witness the treatment of this society girl, the daughter of a man not rich, perhaps, but at least well-to-do enough, apparently, to command the complaisance of the judge. She killed a poor colored boy under circumstances which at best involved criminal carelessness, and bore strong evidence of an outbreak of violence such as would have infallibly sent a poor man or woman to the penitentiary. Perhaps it would be a better system of public correction that would do away with the old law of an eye for an eye, and leave punishment to the guilty conscience. But we have not arrived at that place yet, and it is a shame to our civilization that it should be introduced in such a case as this—that blood money should be taken as sufficient atonement for life, and the criminal spared even the rebuke of a public trial, the one thing that she and her friends seemed to dread; as all the statements put out in excuse of the disposition of the case dwelt on the grief of herself and family, not for the life she had destroyed, more useful, possibly than her own, but for the disgrace to which she was being subjected.

It is one of the signs of how little true equality there is amongst us—of how we have, it is to be feared, gone backward in this respect, instead of advancing. And others are to be seen in what to many are the revelations that have been made as to the organization of the Salvation Army, as a result of the recent split in its ranks. This, surely, was a body close to the plain people, imbued with their spirit and working in their interest solely. And yet we find on the side of one faction a disposition as arbitrary as that of the Grand Llama of Thibet, and on the other, a rebellious son, whose chief strength seems to be derived from the fact that he and his wife have gained the confidence of millionaires. To "stand in" with such a representative of the monopoly powers as Depew, or with such a canting philanthropist as Wm. E. Dodge, is a positive offense in one who sets out to do purely spiritual work, and must go far to destroy any feeling of sympathy for Ballington Booth's revolt against the un-American rules of the army. But the basic principle of the whole

thing is bad, and cannot but help by its exaltation of emotionalism to that stifling of real spiritual growth—which must be intellectual to be real—that the professional philanthropists are ever so anxious to accomplish.

The religion which consists chiefly, or altogether, in the singing of hymns, in the directing of all thoughts to the next world and ignoring of this one, will never elevate men. It will sink them deeper in the mire by teaching them to be contented with it as a material thing, and to raise themselves out of it only in the moments of religious ecstasy. And it is because such a religion has this influence that it invariably finds financial support from the rich people, who—too often deceiving themselves—hide under a cloak of philanthropy, their desire to keep the masses quiet, to prevent them from generating their seething discontent, which is Nature's matrix of all prayers for mankind. In all the discussion of the army and its methods that one hears just now, this is the idea most prominently to be seen: that it is a very good thing for people who are not fit for anything better, who cannot be reached by any system of ethics that would appeal to and broaden and stimulate their minds, but to prevent their becoming dangerous to the upper strata of society, should be attracted by their emotions to a dutiful acceptance of the existing order. Not that the idea is elaborated quite so directly as this; but that is what the patronage amounts to that has succeeded to the original repulsion at something which seemed so vulgar and uncouth.

And there is another phase of the army which is almost equally dangerous, its tyrannical system of government. When we think of the attacks that have been made on the Church of Rome, on a similar ground, it is strange to note how little aversion has been aroused against this other society, modelled probably, on that of the Jesuits, and governed by a set of rules that are as utterly inconsistent with all modern ideas of personal liberty, as any monastic regulations of the middle ages. It can only be that all this was something that very few people knew of, or there would surely have been an antagonistic spirit awakened, and for its ventilation we have to be thankful to Ballington Booth's revolt. Though since he proposes to continue independently his propaganda of an artificial code of morality, with the assistance of subscriptions from people interested in keeping the masses diverted by cymbals and psalms from too close attention to how they are kept down; since he has started out by establishing a hierarchy of his own as hateful to American institutions as that against which he has rebelled, we can scarcely find much motive to endorse him.

EDWARD J. SHRIVER.



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J. A. MILLER, Ass't

LEGISLATION WE SEEK.

The officers of the several organizations, known as the "old Brotherhoods" met in Washington, D. C., on March 17 and 18, for the purpose of consultation upon measures which were believed to promise something of good for the employes in the operating departments of our railroads. The bill introduced in the senate by Senator Voorhees, of Indiana, defining different cases and kinds of contempts of courts; providing for a trial by jury in cases of indirect contempt, and for an appeal in all cases where a person is adjudged guilty of contempt, was heartily endorsed.

The bill of Mr. Phillips, of Pennsylvania, chairman of the committee on labor, providing for a commission, composed of men representative of agriculture, business and labor, whose duty it shall be to carefully examine into all existing laws and their effect on the welfare of the people, and to report to congress with recommendations as to necessity for further legislation or the advisability of repealing any of that now in effect, was also endorsed, as it has been reported to the house by the committee on labor. There seems to be entertained by some others a disposition to specify in this act the organizations from which the commissioners shall be chosen. This was opposed by the representatives of the railroad organizations, as, in their opinion, unfair and too much like class legislation. There are a very large number of powerful and influential labor organizations and there seems to be no good reason for singling out five from which to choose and thereby disqualifying the membership of all others.

The arbitration bill, as it passed the lower house of the last congress, has been introduced in the present house by Mr. Erdman, of Pennsyl-

vania. The executives of the organizations appeared before the committee on labor in hearing on this bill. Some amendments were suggested and the reasons for desiring same were stated. All such suggestions were favorably received by the committee, and with such amendments the bill was endorsed. A representative of the Seamen's Union was present and expressed a desire to have the bill so framed as to exclude from its provisions, beyond any doubt, the seamen. The exception contained in Section 1 was incorporated last year at his request. The desire to exempt them was universal, and the author of this bill gave assurance that such change as might be necessary in that regard would be made.

It is generally well known that the speaker of the house is opposed to having this session take up any legislation. He favors having congress adjourn as soon as the appropriation bills are disposed of. This position he clearly stated in an interview with the officers of the organizations who favor this bill, and who see no reason why it should not receive immediate attention. If this bill is not passed by this house, it will not be the fault of the committee on labor. As of undoubted interest to every one of our members, we present in another column copy of the bill as endorsed by the officers. Let every Division that favors this act, see that a letter, over seal of the Division, is at once sent to the congressman from that district and the senators from that state, urging them to favor its immediate consideration and speedy passage. This action should also include appeal for the other bills herein referred to. They are all in the interests of the working people, and the working people should not hesitate to

endorse them and to give their legislators to their hands is demanded. *Vox populi, vox Dei!*
 understand that this much, at least, of good at Let your voice be heard.

POSTAL SAVINGS BANKS.

The popular subscriptions made to the recent bond issue have awakened anew the general interest in the question of postal savings banks, and have given point to the argument in their favor. These institutions are now thoroughly established in no less than eleven of the great commercial countries, and in every instance they have proven successful. They have not only provided an opportunity for the safe investment of the little savings of those who are afraid to trust the ordinary banks, but they have given to the governments fostering them a fund of ready money from which to draw in case of need, and at a rate of interest less than usually obtains in the money markets, thereby serving a double purpose. If such institutions are found of value to the older nations, how much more valuable should they prove in a country like our own, where the people themselves are the government, and can well afford to trust that government, since they must personally profit by every saving it is able to make. Our country is liable to do more or less of borrowing in time to come, and it would certainly be better for all concerned, for it to borrow what money it may need from our own people and pay them a moderate interest, than to be obliged to go abroad for an accommodation which the experience of the past few weeks has demonstrated can as well be obtained at home. Naturally the banks have, and will continue to oppose any such scheme, but they have been given more than their full share of the public consideration in the past, and there need be no further concern as to their standing in this case. So far as the savings banks are concerned, their only excuse for existence lies in the opportunity they offer for the preservation of the small savings made by the working people, but the fact that they are growing enormously rich in so doing, shows that some one is paying generously for this service. In addition to this draft upon the means of the people of this class, who are the least able to pay, there is the ever present danger of failure, either through dishonesty or the ordinary entanglements of business, whereby at any moment they may be robbed of their every provision for the future. On the other hand, the postal savings bank offers the credit of the entire nation as a pledge for the safety of every deposit; it guarantees the payment of practically the same interest drawn by the small holders of government bonds, and it offers the additional inducement

that whatever of profit may arise from the transaction goes to the general credit, and not to fill the coffers of a privileged class. In short, one of the strongest arguments in favor of the postal bank is the fact that its establishment would at once and forever do away with a large number of the so-called "savings" institutions, by means of which a few men are waxing rich upon the fruits of the industry and self denial of poorly paid labor.

A practical movement in this direction has been inaugurated by Congressman Allen, of Utah, who recently introduced a bill authorizing money order offices to receive money on deposit. This money is to be held subject to the draft or order of the depositor; is to draw interest at the rate of 3 per cent per annum, and is to be free from taxation. Money so deposited may be drawn upon by the Secretary of the Treasury to pay the maturing obligations of the general government, or to meet temporary deficiencies in the current revenues, and any surplus remaining may be loaned by the said Secretary to the states, counties, townships or municipalities on the security of their bonds, to an amount not exceeding 10 per cent of the assessed valuation of the realty within the boundaries of the borrowing corporation, and at a rate not less than 3½ per cent per annum. In case any depositor demands his deposit in whole or in part, and the postmaster is without the funds necessary to meet the demand, he will issue to the depositor the amount demanded in postal notes in the denominations of \$1, \$2, \$5 or \$10, and such notes are to be full legal tender for all dues and obligations, public or private, contracted after the passage of the act; and when any note is received at any post-office, customs house or sub-treasury of the United States, it will not be reissued, but be sent to the treasury at Washington for cancellation.

Other plans of very similar import have been proposed, but this seems to be about as well adapted to the exigencies of the present situation as any of them, and to be so plain in all of its provisions that the most ignorant of postmasters need not be confused thereby. The provisions by which postmasters, in times of need, are to be allowed to pay off deposits in postal notes, will undoubtedly call forth the bitter opposition of those who favor an inflexible currency, but it should, at the same time, commend the measure to the constant growing class, who are of the

opinion that our currency should be elastic enough to meet all the possible demands of business. Whatever may be the merits or demerits of this particular plan, its central thought is undoubtedly correct, and the agitation in its favor

should be maintained until every citizen of this nation has within his reach a place of safe deposit for whatever his economy and self-sacrifice leave of his daily wage.

THE PEOPLE MUST DO THEIR OWN REFORMING.

So much declamation is being indulged throughout this country against the corporations and all forms of legalized monopoly that it may not be out of place at this juncture to call a halt and ascertain definitely where the primal blame rests in order that the work of reformation may be started aright. We are so much in the habit of listening with approval to all forms of denunciation of capital, however, it may be expressed, that we are too liable to utterly ignore the fact that all the blame for whatever of oppression exists rests primarily upon the so-called common people of our country. This important fact has never been more clearly stated than it was by Mr. A. W. Wright, in his recent address before the Ethical Culture Society, of Chicago. That gentleman based his argument upon the statement that "Every corporation in the United States has obtained the authority for every power exercised from the people themselves through their chosen representatives." He argued that our legislative representatives either truly represent their constituents or, by inattention to our political duties, we permit a small number of our neighbors to elect improper persons to perform our legislative functions. "These improper representatives grant improper franchises to improper persons in improper ways for improper purposes. We all know that this is an existing state of things, and we frequently hold great popular meetings, in which we publicly execrate the corporations, denounce our representatives and assertively shout that there must and shall be reform; but there is no reform, nor will there be any until we, ourselves, properly perform all the duties incident to good citizenship." This has often been asserted and re-asserted, but is none the less true because of its repetition. Perhaps no one will question the statement that we will never have any adequate reform of the evils from which we are now suffering until the people in their sovereign capacity take up the work. There is hope in the disposition shown by so many of them to view all these questions from their own standpoint and to take home to themselves, at last, the responsibility which they have too long delegated to

others. When once they are thoroughly aroused to their own present need and to their own capabilities, and are united, the reforms in question will not be long in following. The question of how a reform shall be effected is always of less importance than when it shall be started. Many of the self-appointed educators of the day are content with showing the need for change without showing any definite plan by which it shall be brought about. Mr. Wright, however, is not to be found in this category. His plan has the merit of directness and simplicity whatever may be said of its efficiency, and is as follows:

All charters that have been granted to corporations that are engaged in public business should be immediately cancelled by the same power that called them into being, and in their place there should be contracts made in the form of charters that would so limit the power of the grantee that the business would be conducted without aggressive invasion of the rights of those whose wants the corporation was created to serve. All charters that enable the corporations which they create to invade the rights of the people are in direct conflict with the fundamental rules of justice, upon which the whole superstructure of organized government must rest, and, therefore, cannot justly be held inviolable.

While all reformers may not be inclined to move quite so far as this, they will certainly coincide with Mr. Wright's opinion that perpetual charters, of whatsoever sort, are dangerous and should not be granted. His statement, that under no condition can there be justification of the exercise of the power of eminent domain, must, perhaps, be taken with more than the usual grain of allowance, since it would be difficult to imagine a condition of affairs in which the exercise of this right might not become not only justifiable, but necessary. It is no part of our present purpose, however, to undertake an argument as to the wisdom of the methods proposed in this able address. We are more than glad to see men of such eminent ability and originality of mind taking up the discussion of these questions, and hope that the day is not far distant when their name will become legion. Every such effort cannot fail to have an educating influence, and it is through years of just such discussion that the people must finally be aroused to a better understanding of their own rights and needs and to the accomplishment of their own salvation.

THE INHERITANCE TAX IN FRANCE.

In times past much discussion has been expended upon the relative value of a tax on inheritance as compared with other methods of taxation. Partial experiments in that line have been made by different governments, but until very recently nothing had been done which was general enough in its character and application to thoroughly establish the value or weakness of this theory. It has been left to France to lead the way in a radical reform of this description, the Chamber of Deputies having recently passed, by a two thirds majority, an inheritance tax that is sweeping in its provisions, and promises to produce rich revenues for the state. The more important provisions of this law, as outlined by *The New York World*, are as follows:

The lowest death duties are those to be paid by lineal descendant. These vary from 1½ to 4 per cent. This is the lowest scale. Lineal descendants for sums under \$2,000 are to pay 1½ per cent. For sums over \$2,000 and under \$20,000 they will give up to the state 1½ per cent. For over \$20,000 there is a gradually ascending ratio of tax which at \$400,000 reaches 4 per cent, or \$16,000, to be paid into the national treasury. This is a very great sum, and would, of itself, provide an enormous revenue, but it must be recalled that a 5 per cent inheritance tax is collected in certain cases in New York. But this is the maximum, whereas, in France, 4 per cent is only the beginning under this new law. It is what the nearest of kin are to pay.

When a husband or wife inherits, the rate for fortunes above \$400,000 is to be 9 per cent. In the case of a brother or sister it will be 14 per cent. In the case of an uncle or nephew, 16 per cent. When the property, or any portion of it over \$400,000, is bequeathed to more distant kin, or to strangers in the blood—this last including any institution, ecclesiastical or charitable—the rate is fixed at 20 per cent. One peculiarity of this new law is that widows and widowers are treated as twice as far removed from their

husbands or wives as they are from their children.

It may well be believed that all of the conservative wealth of the old world stands aghast at the adoption of so radical a measure. It is aimed at not only the rich, but at those great middle classes whose industry and economy in the past have provided a foundation for the great fortunes of the present. It also deals a severe blow to the great charities and ecclesiastical establishments, since under its provisions they will be practically deprived of one of their chief sources of revenue. Whatever may be its results in these directions, there can be no question as to the fairness of the proposed tax and its especial adaptability to the solution of the problem of how to place the burdens of government upon the shoulders of those best able to bear them. It will also have a tendency to do away with the accumulations of immense fortunes through generations of mere ownership, thereby removing one of the most serious menaces to such governmental institutions as our own. Its greatest weakness, perhaps, is to be found in the ease with which the penalties may be avoided by the distribution of great estates before the death of their owners, leaving but little, if any, to be disposed of by testament. This method of taxation has gained a foothold in our country, especially in the state of New York, and it is to be hoped that the French example will give it an impetus here, leading to its general adoption.

THE QUALITY OF CITIZENSHIP MENACED.

The need for some immediate and more definite restriction of immigration than is possible under our lax present laws has been frequently urged in these columns. The dictates of common justice demand that our working people be no longer subjected to the competition of ignorant and debased foreign labor. Whatever conserves the highest interests of the American working man cannot but be the first patriotic duty of this country, since it is upon him and his posterity the future of this nation must depend. It has been but a few years since it was impossible to find, among the politicians of this country, one who was bold enough to openly advocate this reform, but it has grown in common with many other measures proposed for the betterment of labor, until to-day it numbers among its adherents some of the foremost men from our most conservative communities. Among these may be found Senator Lodge, from Massachusetts, who is tireless in

supporting before that body measures for the further restriction of immigration. Under the present law, paupers, diseased persons, convicts and contract laborers are denied admission to the United States, and it is now proposed to add to this list all of those who are totally ignorant. It has been found, by investigation, that the test of illiteracy will bear most heavily upon that class of immigrants who are most dangerous to all our cherished institutions; those who crowd the manufacturing centers of the east, drive out the intelligent miners from the coal fields of Ohio and Pennsylvania, and even from some of the richer fields of the northwest, and who generally seek to replace American labor at the expense of our wage rate and standard of living. These men furnish a large proportion of the population to be found in the slums of our great cities and in our prisons, and in every way they have proven to be undesirable additions.

Great as are these dangers they must be ever secondary to the threat unrestricted immigration constantly holds out toward the quality of our citizenship.

It is encouraging to note that Senator Lodge's position has been received with approval in many quarters where nothing but antagonism had been

previously found. The friends of the new law are making a splendid fight for their principles, both in the halls of congress and through the press of the country, and if they are given the cordial support of the men in whose particular interest they are laboring, their success can be but the question of a short time.

LET THE PEOPLE ELECT THEIR SENATORS.

No event of recent years has done more to force home upon the minds of the people of this country the need for a change in the method of selecting United States Senators, than the recent deadlock in the Kentucky legislature. It would be difficult to imagine a gathering of public servants of less value to a commonwealth, or one containing more possibilities for evil, than did this collection of Kentucky statesmen. In their eagerness to further the ambitions of rival candidates for the high honor of sitting in the United States Senate, they practically lost sight of the more direct interests of the state, and the result is, that Kentucky is not only partially disfranchised, so far as national legislation is concerned, but many of her home interests must suffer during the life of this legislature because of this unseemly and unnecessary conflict. Not only this, but there was a time when the turbulent passions of the rival factions bid fair to permanently disgrace the state with scenes of riot and bloodshed in the halls where the highest interests of the people as a whole, are supposed to find their especial sanctuary. Whatever may be the result of this unfortunate condition upon the state directly involved, it has already had a

potent influence in advancing public opinion to a plane where the popular election of United States Senators will be possible. Senator Mitchell, of Oregon, is said to be now engaged in the preparation of a report in favor of such an amendment to the constitution, and will press it for consideration as soon as completed. There is said to be quite a strong feeling in the senate favoring such a change in our policy, and its friends are of the opinion that a clear majority may easily be obtained in its support. Senator Mitchell, however, doubts his ability to obtain the necessary two-thirds vote, and when we consider the make-up of that body, and how much easier it is to buy a majority of a legislature than it is to buy a majority of the people of a state, we must admit that his doubts are liable to be confirmed. The movement has grown so in general favor, that there is now little question of its being sanctioned by the legal number of states, should the amendment ever reach that stage, and if its present progress is maintained, the time is not far distant when even the money barons of the Senate will not dare to longer oppose the popular will.

THE GROWTH OF LABOR ORGANIZATIONS.

The thirteenth annual report of the New York Bureau of Statistics of Labor, submitted by Commissioner T. J. Dowling to the legislature of that state, early last month, is one of the most interesting and valuable of all those made by that department. The researches necessary to the compiling of this report were even more than usually complete, and its exhaustive presentation of the terrible conditions prevailing in the bake shops of the state and in the tenements where cigars are made, and its discussion of the laws pertaining to the eight hour day, the prevailing rate of wages, and other topics of equal importance, make of it a valuable reference book for all who have thought for the working classes. The views of Commis-

sioner Dowling upon most of these questions have appeared in these columns as they have been made public and it will be hardly worth while to repeat them at this time. In the statistical portion of his report the various labor organizations show a material growth in numerical strength within the year ending July 1, 1895. This, the Commissioner regards, as striking and convincing proof that the members of these organizations, both men and women, are in the enjoyment of highly improved conditions. In summarizing upon this subject, the report says:

On July 1, 1894, there were 157,197 members in 860 labor organizations in the state. The greater portion of these 860 unions added 15,416 members to their lists during the year covered by the inquiry, while in the same period 67 new organizations were formed, with a membership of

7,618, making a total in 927 unions and assemblies, on July 1, 1895, of 181,231 members—an increase of 23,034, or 14.65 per cent.

Later reports from the above mentioned organizations indicate that in the latter half of 1895 they gained some 20,000 members. In addition to this it is estimated that there are 25,000 members attached to the unions that have failed to respond to the bureau's schedule, together with those that were organized since July last, showing that in the state there are at the present time more than 225,000 organized wage earners.

Following out these same figures there were 8,503 (organized?) men employed on the steam railroads of the state in 1894, and 8,959 in 1895, showing an increase of 455, or 5.35 per cent.

The returns from the various labor bodies show that the movement for a shorter working day is gaining ground in New York, and the commissioner regards the situation in this branch of labor improvement as particularly encouraging. Here, again, the statistics show that in seventy-six branches of trade, eight hours constitute a day's work. "This short working day is enjoyed by 54,250 members of 208 organizations, among these members, 1,851 women. The unions that have, for the most part, established the eight hour day are associated with the constructive industry, while the observance of the eight hour rule is general in the organizations of cigar makers and cigar packers. The laws of the Typographical Union now provide that compositors employed on typesetting machines shall not labor more than eight hours per day." A few of the organizations affiliated with the other industries also report that

their members are employed eight hours per day; 172 organizations, with a membership of 25,040, report the establishment of a nine hour working day, while with 261 organizations, ten hours is still the rule.

Commissioner Dowling regards the question of employed and unemployed workers as one of the first importance to the general public and regrets that the appropriation at his command made its complete investigation impossible. In this connection the report says:

It is stated by 786 organizations that in July, 1894, 107,837 members were employed, 4,737 of whom were women; while for July, 1895, 848 organizations report that 132,260 members, including 6,876 women, were at work. These figures signify that 75.57 per cent of the members of the unions referred to were at work in July, 1894; while in the corresponding month of 1895, 80.38 per cent of the members were employed.

As returned by 479 organizations, 34,861 members were idle in July, 1894, 2,122 of that number being women; and 487 unions informed the bureau that in July, 1895, there were 32,877 members, of whom 2,620 were women, out of employment. The percentage of unemployed members in July, 1894, was 24.43, while in July, 1895, it was 19.62.

Upon the subject of "proposed legislation" the report says:

This subject always affords sufficient scope for the labor organizations of the state to express in their own way what legislation is necessary to better their conditions. According to the information received, nearly all the different trade callings of the state propose new legislation for their benefit, or suggest amendments to the existing labor laws that will improve the condition of the wage earners in various occupations. It is conceded that workmen best know their needs and wants, and their ideas are expressed with effective force, which shows their earnestness of purpose and the deep interest they take in their surroundings.

"UTOPIA REVISED."

One of the most interesting and valuable of the many additions being made to current economic literature is "Utopia Revised," which is appearing in serial form in the Journal of the Knights of Labor. The author is Edward J. Shriver, well known to our readers through his New York letters, forming one the most attractive features of our Contributed Department, as well as through an occasional contribution on the different phases of economic thought. Mr. Shriver characterizes this work as "an unauthorized sequel to 'Looking Backward,'" and, as the title would indicate, it is a novel with a serious purpose. Its central thought is to point out the inherent weaknesses of Mr. Bellamy's socialism, to show how such a system can not but dwarf the individual until his highest ideal is "the average man," and how its application to the body politic would inevitably lead to an iron-handed despotism before which all our present conceptions of tyranny must pale. Against that he sets up the single tax, arguing that it will ac-

complish all the really good things to be hoped for from socialism, to say nothing of the many excellent features peculiar to itself, while leaving the people free from all those dangers so vividly depicted as being inherent in the communistic plan. To do this, he takes Mr. Bellamy's hero as left by him and leads him through all the disagreeable experiences of a revolution brought about by the rigid application of the principles of socialism to the people of a great nation, and then transports him to another country where the single tax reigns and where its manifold advantages are brought home more forcibly by means of the contrast. Those who are acquainted with Mr. Shriver's writing need not be told that the style of "Utopia Revised" is clear and that the argument is forcefully, and at times, eloquently presented. The characters are as fully drawn as if that were the chief purpose of the work, the dialogue is bright and the didactic features are so subordinated in the story that the reader is led to instinctively adopt the mental processes of the

hero for his own until the solution of the great problem becomes a matter of personal interest and he can hardly wait for the next steps in its progress. It is no light undertaking to present such a subject so as to interest while it convinces, and Mr. Shriver is to be congratulated upon the happy manner in which he has overcome all these difficulties. The author's standing among eco-

nomie writers will give a ready hearing with those who make a study of either one or both of these rival schools of thought and we know of no place where the ordinary reader can gain so clear an insight into the fundamental differences between them in so pleasant a manner as by reading "Utopia Revised."

The old project for the establishment of a national university at Washington, has been revived through a favorable report upon the same by the senate committee having the matter in charge. We are already provided with a college for every one hundred thousand inhabitants, more than all other civilized countries possess. In addition to the multitude of smaller institutions of learning, we have an array of great universities, in any one of which every facility is offered for the attainment of the highest education. There is no present need for such an institution as the one in question, and its establishment would be nothing more than a useless waste of the people's money.

The returns from California announce the recent death of another communistic colony, and the friends of this particular method of reforming the world are now busy explaining how it happened. It was once thought that this particular undertaking was so surrounded by favorable influences that it could not fail to succeed. If that was the case, then its failure must have arisen from some weakness inherent in the plan, rather than from conflict with external conditions. So long as men are constituted with every gradation of ability, from the highest productive power to utter incompetence or worse, such communities must eventually fall of their own weight. Every attempt to force men of different capacities to the same absolute level, can only result in the limitation of the stronger for the benefit of their weaker brothers, and permanent success can hardly be hoped for from such societies until the members enter more nearly upon an equality. Whatever of progress the world has made to date, has been through the development of the individual, and it is more than likely that a good many generations will come and go before the old plan is replaced by such dreams as these undertakings represent.

An organized effort is being made by some of the leading business men of Ohio to secure the introduction of what is known as the "local option" principle into the system of taxation for that state. Delegates representing a considerable fol-

lowing, both in numbers and in means, in the cities of Cincinnati and Cleveland, recently appeared before the legislative committee on taxation, and submitted a joint resolution, providing that a constitutional amendment shall be submitted to the electors, under which all revenue for county purposes may be raised in any manner agreeable to the county.

The question of continuing this local option in taxation is to be presented to the people every ten years. The scheme is little more than a modification of the single tax, and its adoption might well be hailed as a victory by the disciples of that philosophy. While there is little probability of the present adoption of so radical a plan, yet the mere fact of its being presented as worthy of thoughtful consideration, and of its being seriously discussed throughout the state, shows what wonderful growth has been made in the consideration of all such questions during the past few years. No one questions the need for radical reforms in our general methods for assessing and collecting taxes, and every experiment which promises to bring us nearer to that ideal state where all men are taxed according to their ability to pay, and according to the amount of protection they are entitled to ask of the government, should be welcomed.

It would seem that the action of the Central Labor union of New York City, in condemning the proposed appropriation of \$88,000,000 for coast defenses, was not representative of the true labor sentiment of the country. The resolutions there adopted have been sent to a number of the more important of our labor organizations for their endorsement, but so far as heard from to date, that endorsement has been unanimously lacking. They were promptly rejected by the Trades and Labor Assembly of Chicago, the members of which, instead, urged upon their congressmen to vote for the bill in question. In defense of this action the Chicago working men say: "In taking this action we believe we are pursuing a course which should appeal to all patriotic American citizens who fully recognize

the danger which confronts our seaport cities, and the urgent need for their defense; and further, that we regard as criminal negligence a governmental policy which leaves our greatest sea and lake cities exposed to danger of capture or destruction by any one of many foreign foes." From this it will be seen that the working classes of this country have lost nothing of their old time patriotism, and their collective judgment may be depended upon as being always wisely conservative in spite of the statements of their detractors.

The decision of the supreme court in the now famous Brown case is more important and far-reaching than any deliverance of that body since the destruction of the income tax. As our readers will remember, this case involved the constitutionality of the act of congress of February 11, 1893, whereby witnesses were guaranteed immunity from future prosecutions because of evidence given by them in cases brought under the interstate commerce act. T. F. Brown, of Pittsburg, auditor of the Allegheny Valley Railroad, was called before an United States grand jury in that city last May to testify in relation to charges of rate discrimination made against Edwin B. Bates, general freight agent, and Thos. R. Robinson, treasurer of his road. Brown refused to testify on the ground that his evidence would tend to incriminate himself, resting his right so to do on the constitutional provision bearing thereon. Because of this refusal, Brown was sent to jail for contempt of court, and when brought before the circuit court on a writ of habeas corpus, Sept. 11, last, that court sustained the district judge and declared that the witness could be compelled to answer under the act of February 11, 1893. Appeal was taken from this decision, and it was upon that appeal that the supreme court passed on the 23d ult., declaring the act of '93 constitutional. Heretofore the interstate commerce law has been a practical nullity because it was impossible to secure the evidence necessary to convict its violators. This decision gives the commission ample power to thoroughly investigate every case brought before it, and will doubtless result in transforming an impotent act into one of the most virile of our federal statutes.

A bill was recently presented to the lower house of the Iowa legislature under the somewhat attractive title, "A bill for an act to protect laborers in their rights to work," and it came dangerously near to enactment without that careful scrutiny which should be given all measures which profess to be in the interest of the working people.

The essential portions of the bill are to be found in the first section, which reads as follows:

Any person, or association of persons, who shall, by threat, intimidation, or any act of violence, interfere in any manner with those who are engaged in running any railroad (train, or operating or working any coal mine, or engaged in any manufacturing, or with those who are employed in any manufacturing establishment, or in any other lawful occupation, shall be deemed guilty of felony and punished by imprisonment at hard labor in the penitentiary not less than one year nor more than five years, or by fine not to exceed five hundred dollars, or by fine and imprisonment, at the discretion of the court.

This measure was deemed of so much importance by its author that it was to become operative with its publication.

It will be seen at a glance that this measure partakes largely of the nature of the one which was proposed in congress through the agency of Mr. White, of the railway mail service. It is certainly open to the same general objection, that it is too sweeping in its provisions and offers too great an opportunity for oppression at the hands of prejudiced or mercenary judges. Instances of the ease with which a judge can distort a law from its known purpose and make of it an engine for the oppression of the very men for whose protection it was originally designed, are by far too common and of too recent date for the working people to sit supinely by and see such vague and indefinite measures become law without at least a protest. The right of the employe to quit, and of the employer to dismiss, are generally accepted, but their mutual obligations do not end there. The employe who has won his place by long and faithful service, certainly has more of a claim upon it than a stranger, whose only color of title is willingness to accept the attendant conditions. No one will question the right of those who desire work to protection in the furtherance of that desire, neither will any right minded man be found who is willing to uphold the employment of violence or actual intimidation to prevent them from the full enjoyment of that right. On the other hand, the man who has won his place by years, it may be, of industry and intelligent service has rights which can not in justice be overlooked, nor should he be debarred from retaining it by all peaceful means through fear that some judge might send him to the penitentiary because his judicial imagination had conjured "intimidation" from a look passed from one to the other on the street. If it is felt that some such law as this is needed, it will be found an easy matter to make it state exactly the points it is intended to cover, in language that even the judicial mind may be able to grasp, and so much, at least, the people have the right to demand from their representatives at the state capital.

The dangers from this measure were so apparent that the members of the Divisions and

lodges at Clinton, supported by others throughout the state, entered a vigorous protest. They also sent two men to work against the bill and it was finally defeated in the lower house.

COMMENT.

It has so often been asserted that the "masses"—meaning the wage earners—are growing away from the church, and so many good people have occupied themselves with the devisement of schemes to bring back the erring ones to the vineyard of the Lord, that it has come to be accepted as a truth, in a great many quarters, that workmen are far from being as ardent supporters of religion as they ought to be. This is one of those great falsehoods which comes to assume the garb of truth solely because of reiteration; as a matter of fact, the workingmen are much more ardent supporters of religion, according to their means, than are the christian faddists who worry so much about the salvation of their (the workingmen's) souls, as witness the Salvation Army, which is supported almost entirely by poor working people, and which has developed into a theocracy of such wealth and power as to recently cause a split in the ranks of the leaders over the administration of the spoils wrung from the rank and file by this highly efficient soul saving apparatus; and the Roman Catholic church which is essentially a poor man's church, so far as the agencies for its financial support are concerned. The workingmen, in truth, render much greater financial support to the cause of religion than they ought, and if they would, as a class, devote as much of their attention and their means to the support of labor unions as they devote to religion, they would stand some show of realizing here on earth a few of the benefits which the priests and prophets have promised them in the hereafter. Let any person who wishes to satisfy himself of the truth of this assertion run through the schedules of cost of living by families, contained in the sixth and seventh annual reports of the National Labor Commissioner. In the schedules of "expenditure other than for food" will be found some figures which I imagine will come as a revelation to a great many of those who worry so much over the indifference of workingmen to religion. Taking the first five hundred families in each of four leading industries dealt with,—glass, woolen, cotton and iron—and comparing their expenditure for labor organizations with their expenditure for religion, we are able to construct a table, as follows:

Trades.	Annual expenditure labor unions. 500 families.	Annual expenditure, religion. 500 families.
Glass Workers	\$4.791	\$3.067
Woolen Workers	93	3,368
Cotton Workers	52	3 787
Iron Workers	371	2,516
Total.	\$5.307	\$12 738

These figures indicate that these two thousand families taken together spend nearly two and a half times as much annually to support religion as they spend to support labor unions, and this average will hold good throughout the more than eight thousand families treated of in the schedules. Leaving out the glass workers from the above table, it will be seen that the fifteen hundred families in the three remaining industries spend for religion nearly nineteen times as much annually as they spend for labor unions, the expenditure for religion being \$9.671, while the expenditure for labor unions is but \$516. The glass workers are the only ones who spend more on their unions than they do on their religion, and it is notorious that they are a well organized and comparatively well paid class; their wages are much larger than any of the other workers. It is a significant fact that the poorest paid workers of the lot, the cotton workers, pay out more for religion than do the glass workers, or any one of the others, while their expenditure for labor unions is the smallest of the lot, being but fifty-two dollars for the five hundred families, or about ten cents a year per family. The woolen workers come next, and the iron workers next, in point of wages received, amount paid for unions, and amount paid for religion. It is safe to say that, were the figures reversed for these three classes of workers, so that the large amounts would stand for the unions and the small ones for religion, they would be quite as well off with respect to their wages as are the glass workers. But there is not the least doubt but these workers, if they should be reproached with the meagreness of the support they render the unions, would answer that they could not afford to pay more, because it costs them so much for religion. The average man is a queer animal; he derives more satisfaction from laying up treasures in heaven than

from securing decent conditions of existence for himself here on earth.

* * *

Approach men with a mystery of some kind, a scheme founded in irrationalism and which cannot possibly be explained, or with some arrangement which promises to return something for nothing, and they will support it to the extent of their ability, but approach them with an honest, clear-cut proposition, which promises to give them an opportunity to better their condition by their own exertions, one that is perfectly rational and easily to be explained, and they will have none of it. Last winter half a dozen earnest spirits among the workers of a certain community instituted a school of economics for the benefit of the wage workers. A series of debates, and a course of lectures on social and economic subjects was arranged for. These were especially calculated to educate the workers on subjects of vital importance to their welfare, and as an adjunct to the school a reading room and circulating library of economic works was arranged for. The project was well advertised, and a sentiment in its favor was worked up among the trade unionists and others who would naturally be interested in it, but it failed after six weeks' trial, for lack of sufficient support. Its projectors were poor workers themselves, who were not able to go down in their pockets and fish up money to meet the necessary expenses, and those in whose interests they were working failed to contribute even the small amount necessary to pay hall rent, and failed to attend the meetings in sufficient strength to make them a success. During this same period the spiritualists of the community were very active. They held meetings which were addressed by mediums who told fortunes and gave alleged readings of character, while under so-called spirit influence. These meetings were packed to overflowing by these very same wage workers who had refused to support the project which was inaugurated for their benefit. They contributed liberally to the support of these retailers of mystery, and in return they got their fortunes told and their characters read for them! Among these same workers it was sought to organize a branch of the Labor Exchange, without success; but an oily tongued swindler came among them with fictitious mining stock for sale, and promised them exorbitant wages for work in

a mythical gold mine, somewhere in California, with free transportation to the mine, on the sole condition that they each purchase a share of stock at its par value of fifty dollars, five dollars to be paid in cash and the balance to be paid in labor at the mine, and he had no trouble to secure one hundred dupes within a week. The dupes came trooping to the depot on a specified day, as per arrangement with their benefactor(?), prepared to set out for the golden west, only then to discover that the mine agent had disappeared, and that they had paid five dollars each for some nicely colored pieces of paper. The Labor Exchange promised to furnish them with opportunities to help themselves. It depended on their own exertions for its success; it asked no contributions from them whatever; and it promised to return to them only the value which was their due; therefore, it had no attractions for them and received no support. The other scheme was a gambling scheme on its face. It promised them something for nothing; therefore, they bit readily, and were just as readily bitten. So goes the world.

The New York *Sun* is authority for the statement that a large straw plaiting works in Connecticut will soon be removed to Japan, to get the benefit of the cheap labor to be found there. It says: "For several years the firm has sought to extend its business and compete with the cheap labor of Japan, but no headway was made until the new machinery was invented. Then the matting was turned out with great rapidity, but even then it was found impossible to offer the product at the importer's price. It costs no more to transport the finished goods than it does the raw material, and investigation showed that even running expenses in America were not as cheap as the primitive methods of Japan or China, whereas the difference in the price of labor is very great. At present the duty on the goods is not enough to stop Americans from going to Japan to manufacture, and the cheap labor is a great inducement."

The obvious remedy for this state of affairs is, of course, a rice and rat diet for American workingmen, or possibly an Atkinson bean and ox-bone diet might do the business. Anyway, it is only by reducing their living expenses to the coolie standard that American workers may keep these factories at home and save themselves from being deprived of work.

"B."





Editor Railway Conductor:

The time intervening between my return from the west and the last of December, was used in trying to get even with the work which accumulated in my absence. The last of December I was again called from home, on the 19th to Detroit, on the 21st to Cleveland. The installation of officers, an account of which both Division correspondents have written, were events very enjoyable indeed. The "store rooms" of the hearts of these Sisters were opened, and much both entertaining and instructive was given us. Both Divisions entertained, the Detroit Sisters the Sisters from Port Huron, Mich., and the Cleveland Sisters the Sisters from Collinwood, O. I am grateful to the members of both Divisions for the great pleasure they gave me. December 27th was "Toledo's" day. We were favored with an invitation to join Toledo Division No. 26, O. R. C., in public installation. An account of the occasion has already been given by the correspondent. No Division of the L. A. has more to be grateful for than Banner Division. We have always had the hearty support and co-operation of Division 26, O. R. C. Our interests have been their interests, and they point with pride to Banner Division, as one source of their great success, and the members of that Division know well their success is largely due to the support so generously given. The co-operative principle is one all will be pleased with and benefited by adopting. When man presumes to advance and leave his wife behind him, he makes a great mistake. She should be his wife in progress, the same as all other measures.

New Year's Eve I went to Huntington, Ind., and was just in time to witness the installation of the officers of Erie Division No. 16, L. A., and Atlantic Division No. 120, O. R. C. Sister Gibney, past President of Erie Division, and Brother J. M. Sewell, past C. C. of Atlantic Division, very ably conducted the installations. Nothing detracted from the enjoyment, and the Sisters of Erie Division kept in line with all "former occasions." To be their guest means all the word en-

joyment implies. Fort Wayne and Chicago Divisions were both represented. The new year was ushered in by "happy greeting." We parted, hoping the "year's gifts" to all represented will be interwoven with "True Friendship."

The union meeting at Sunbury, Pa., called me east. I anticipated much pleasure in meeting the eastern Sisters. The same true generous hospitality was given me east that I had received west. I am led to believe there is little difference in railroad people, wherever they may be located. The meeting was one of which the eastern Sisters may well be proud. No hard work or expense was spared by the Sisters of Division 8 to successfully complete their arrangements, which were perfect in every detail. The Divisions of Baltimore, Harrisburg, Altoona, Wilkes Barre, Elmira and Rochester, were well represented. The 24th was given to the new work, the 25th to the insurance and general review, and many very interesting features were introduced. The evening was given to the "Oh Why," degree. Several of the Brothers regretted not having taken this degree while in Atlanta, and with "fear" loudly protested, but when they were informed "it had been recorded" they were to take the degree, all became very brave. Division 8 did the "degree" work in a very exemplary manner, and received much praise. Installation of officers was next in order, with the usual speeches following. The thoughtful Brothers of Division 187 presented me with lovely flowers. Their fragrance is gone, but the pleasant memories will ever remain. Refreshments were served from tables that fairly groaned under the great loads of everything prepared for us. Then followed the social feature of the occasion. We were sure these Sisters of the east were perfect in all they undertook, but as social entertainers they surely have few equals. Votes of thanks were profusely offered, and we said good-bye, hoping to meet all these eastern Sisters again.

The 27th I was due at Elmira, to attend the first ball of Division 80. The invitations read "in honor of our Grand President." (Thanks.)

Everything was so perfectly arranged, and such a nice company, of which Division 80 may well be proud. The first attempt of this Division was a pronounced success. The Division meeting next day was none the less interesting, and the social evening at Sister Van Curen's was another very pleasing feature of the Elmira visit. I must leave these Sisters (early) to meet Division 40, of Buffalo, in the afternoon of the 29th. This was a short notice, but Division 40 was well represented, and a meeting of profit and pleasure was enjoyed by all. It was a great pleasure to meet all of these Sisters again. I greatly appreciate the kind sisterly greeting of Division 40. I must soon leave them, as I must be in Conneaut next day. The meeting of Division 63 was given to general instructions in the new work. This prepared us for the social evening given at the home of Sister Westcott, President of Division 63. At a late hour I bade the Sisters good bye in order to reach Collinwood next morning. Too much cannot be said in praise of the entertainment so graciously given by the Sisters of Division 63. They are a new Division, but many older ones could learn from them much in the way of social entertainment. The notice given the Collinwood Sisters was very short, and my time very limited, but short notice, limited time, etc., made no difference, nearly every member was present. The hearty welcome, the great interest in the work, all being in harmony with the true spirit of our motto, made this meeting one of the most pleasing and profitable of the whole trip.

I was pleased to be called to Indianapolis, Ind., on the 12th of February, to organize Division 173. The most favorable circumstances (not considering the weather,) prevailed. The twenty-eight ladies who presented themselves were duly organized and enter the work with more than usual enthusiasm. The field of labor for these Sisters is large, but they are in every way equal to the great work before them. I was called to Jackson, Mich., on the 26th, where I organized Division 90. I was assisted in the work by the ladies of Division 44. Too much cannot be said for this Division. They have started the new year with the undertaking of using their influence to establish a Division of the L. A. in every place in their state where there is a Division of the O. R. C., and Jackson is a result of their efforts. I wish the Sisters of other states would follow their example. The Jackson ladies had the most perfect plans and time-saving arrangements I ever participated in. The evening was given to public installation and dancing. In the morning of the 27th all the visitors and

many of the Sisters of Jackson visited the Michigan penitentiary.

It was my good fortune to visit Division 30 on March 12. Their three years have been used to good purpose. The pleasure of again meeting these Sisters and noting their improvement is great. The social entertainment at their hall was one that will be long remembered. I trust, sometime during the term, to be able to visit all Divisions who have so kindly extended invitations to me. The Dustan Medal, to be presented each year to the subordinate Division making in every respect the best report, has been again secured by Golden Rod Division No. 43, of Atlanta, Ga. Ideal Division No. 39 of Jackson, Tenn., is second; Lima Division No. 27 of Lima, Ohio, third; and Detroit No. 44 of Detroit, Mich, fourth in the contest. MRS. J. H. MOORE, G. P.

Toledo, Ohio.

Editor Railway Conductor:

The February number of THE CONDUCTOR is at hand, and as usual, I was eager to read the letters and take home all the messages of good cheer they contained. So far as 62 is concerned, while we may not be accomplishing as much as some of the other Divisions, we have the satisfaction of knowing that we are doing the very best we can. It is only when we look back a year that we can realize the full extent of the change that has been made. Then the wives of the members of Division 211 were strangers; now, when they meet there are the smile and good word which betoken kindly feelings and pleasant acquaintanceship. On more than one occasion the homes of the members have been opened to the ladies of the Auxiliary and their husbands, and a pleasant evening has always been the result. An "At Home" given by us to the L. A. to B. L. E. at our hall afforded both organizations much pleasure.

Only once during the year have we been called upon to mourn with those that mourn, Brother and Sister Carr having had to part with their sweet baby boy.

Our newly elected officers are proving themselves efficient, and with the encouragement of all will make a prosperous year for us. Four weeks ago we had the pleasure of initiating Sister Hinkley, our membership now being twenty-one, and we have our eyes on four more at least. Our last meeting was especially pleasant as there were sixteen members present. At all of our social gatherings we have planned to have a good time, and, although we are all right financially, we are now planning to make money. To this end the first of a series of socials was held with our es-

teemed Secretary, Sister Moore, and we are looking forward to a rich harvest by serving refreshments for the conductors' annual Easter ball, which is always a success. Our Brothers are all right and have never been found wanting. know that they are alive and are holding meetings, but, perhaps, they have failed to elect a correspondent.

C. A. P.

Stevens Point, Wis.

Editor Railway Conductor:

This being leap year, it is peculiarly appropriate that Leap Year Division should come to the front again after a silence of nearly four years. We have worked faithfully during that time, but now we mean especial business and intend to have something worth while to show when the present year is ended. Our membership numbers sixteen, and all work together in perfect harmony.

February 29 was our first anniversary, and we celebrated it with an appropriate banquet. The program consisted of some choice recitations by Mrs. F. Balls, and instrumental music by Mrs. H. Shreeves, after which supper was served in the Division parlors. On this occasion we had as guests from abroad, the members of Erie Division, Huntington, Ind., Mrs. Warren Hockaday, of Banner Division, Toledo, and Mrs. John Fording, of Detroit, Mich. In addition, there were present a number of the resident ladies, and all seemed to have an enjoyable time.

Andrews, Ind.

MRS. A. DENNIS.

Editor Railway Conductor:

Again it is a stormy night and I am alone with nothing to break the solitude but the ever pleasant companionship of THE CONDUCTOR, and the sound of the distant engine bells. These sounds call to mind the fact that while I am at ease before a glowing fire my husband is out in the night risking his life for me, for the love which makes home possible. We should not forget the sacrifices which are daily made in our behalf, and should learn to think of others that they may think of us.

On February 6 last, we had Sister C. P. Hodges, of Bethlehem Division, with us, and she proved to be as entertaining as of yore. If we were all as sincere in our work as Sister Hodges, the word Auxiliary would be easily defined. Owing to sickness in the home of Sister Condon, we could not carry out the entertainment planned, but had a jolly time in the Division room, where we served cream and cake. We also had a called meeting in honor of Sister M. J. Jennell, of Crystal Springs Division, a railroad accident having

prevented her from being here in time for the regular gathering. The evening was spent with Sister Charles Wilson, who entertained royally in honor of our guest, and the meeting was pronounced to be a success in every way. Sister Jennell is a charming lady, and if Crystal Springs does not make a hit in the near future it will not be her fault.

Capital City No. 3 is booming, especially in the way of new members, which we have been taking in all winter. This, we think, is doing pretty well for an old Division, as the tendency is to get tired and wait for someone else to do the work.

Columbus, Ohio.

MRS. T. J. HICKEY.

Editor Railway Conductor:

If there is any one who enjoys reading the letters from the Sisters more than I do, who is she? Sister Gilmore, your letter with its mentions of others whom I love, was like a little visit with you. As "Bab" says, "'Tis love that makes the world go 'round." What would we be without it?

In a recent letter Sister Higgins speaks of Sister Ragon, her dearest friend, leaving her home in Columbus to make one in the west, on account of failing health. The members of Division 17 all join with me in wishing for her speedy recovery. At our last meeting Sister Corey read a letter from Sister Marshall, of Galesburg, Ill., telling of a quilt drawing in which we were greatly interested, as a number of tickets were held here. I could hardly breathe for a time for fear it might be mine, but no, it fell to a young man. Well, I suppose it is all right, as he doubtless is preparing a matrimonial box, as he is liable to be called upon this year. I know of several young men who are already prepared for all such emergencies.

Why is it when casting about for a thought, my eyes fall so readily upon the name of Sister Hahn? It must be because she writes such good letters encouraging us in her Christian way, to do right. It is true, as she says, we all recognize intelligence and unselfish kindness when we meet them.

We are still talking about the union meeting held here last September. There are so many things we might now do if it were only to be held over, and we hope the Sisters who were present will pardon any oversight. The latest addition to our membership is Sister Ennis, and she is so interested that she has not missed a meeting since joining. We expect to initiate another at our next.

It is my sorrowful duty to announce the death of Sister McKeeby, which occurred at Spokane, Wash., recently. She had been ill for some time,

but the suffering was borne with exceptional fortitude, and she met the end with that resignation which can only come from Christian life and preparation. Our sympathies go out to the husband, three sons and poor old mother, in their grievous sorrow. This is our second loss, the first being Sister Eib, who will be remembered by many who met her in Philadelphia, she being our first delegate.

CORRESPONDENT.

St. Joseph, Mo.

Editor Railway Conductor:

Division 23 of the L. A. is in a flourishing condition, having seventy members in good standing. The Sisters gave a high five party at the residence of Sister O. E. Holbrooks recently, which was a success. The ladies donated handsomely to the grab bag. Mrs. W. P. Ogdon, the retiring Vice President, was presented with a handsome berry spoon on this occasion.

The Auxiliary sent a large box of bedding to the Home for Aged and Disabled Railroad men, at Highland Park, Ill. They remembered Brother A. L. Mann kindly.

We are sorry to note that Sister Malory is lying very ill at St. Joseph's Hospital.

A progressive high five party will be given at Warren's Dancing Academy on April 9, and the Fourth annual ball at Martine's, April 16. Hope Brothers of Division 44 will show up a little better. Come out, Brothers, and we will give you more fun. Success to THE CONDUCTOR and all its readers.

MRS. E. E. GORDON.

Denver, Colo.

Editor Railway Conductor:

The fourth annual masque ball given by Erie Division 16, L. A. to O. R. C., on the evening of February 24, was a brilliant affair and a grand success in every particular. Rinike's famous orchestra, of Fort Wayne, Ind., furnished fine music. The grand march was lead by Conductor B. J. Gibney and wife. Brother Gibney wore his railway uniform, carrying his silver lamp and ticket punch. Sister Gibney was handsomely gowned in red, white and green, wearing the colors of the Order and emblems of the Auxiliary; they made a fine appearance. C. A. Gould, traveling salesman, was director of the grand march. His costume, representing his Satanic Majesty, was fine. Mr. Gould received the prize as the best representation of a character. The prize was an elegant gold lined silver shaving cup and brush. The lady's prize, a handsome silver card receiver, was captured by Miss Lewis,—her costume was very pretty, made of wine colored ribbons and gold, representing a Harlequin suit.

At 11 o'clock a fine supper was served by the Sisters of Erie Division at the O. R. C. hall, where ample justice was done by all.

The ladies in charge of the ball were Mrs. W. S. Garr, Mrs. W. T. Drake, Mrs. W. Kacy and Mrs. J. N. Creamer. The supper committee was composed of Mrs. W. D. Dyer, Mrs. Ben Mankin, Mrs. A. C. Abbott. Floor managers, W. T. Drake, B. J. Gibney, P. Hess, J. N. Creamer.

Guests from out of the city were W. C. Strader and wife, J. H. Hite and wife, Mrs. J. N. Venell, Chicago. Fort Wayne, G. W. Olmstead and wife.

Our ball was a grand success, and Erie Division is proud, indeed, and very grateful to Atlantic Division 120 for assisting as nobly as they did in making our ball a success.

Our meetings are well attended. With our just and active Sister Kacy in the chair the good work still goes on, sending good cheer to all.

Huntington, Ind.

ERIE.

Editor Railway Conductor:

On New Year's day, after the business meeting was over, the Division had a very pleasant surprise from two Brothers, Godfrey and Troan, from Division No. 8, who presented Division 79 with a very handsome Bible. We fully appreciate the beautiful gift, and thank the Brothers of Division No. 8 for the good book that teaches us to walk in the light, as He is in the light, have fellowship one with another and the blood of Jesus Christ, His son, cleanseth from all sin, not willing that any should perish, but that all should come to repentance.

Mrs. Godfrey, our President, and Mrs. Cronin attended the grand union meeting at Sunbury, Pa., held the twenty-fourth of January. They were received and entertained very nicely, had a very enjoyable time. They had the pleasure of seeing them confer the "Oh, Why," degree. Sister Godfrey wishes me to say Mrs. Shaffer, President of Eastern Star Division No. 8, Sunbury, Pa., is deserving of a great deal of praise, and also the staff, in giving the "Oh, Why," degree.

Sister Connor, our Secretary and Treasurer, has left us to spend the winter in the sunny south with her husband. We miss them very much and will be glad when they return, so she can fill her place in the Division again.

The angel of death has taken from our midst a dear Sister who was loved by all, Sister T. F. Barrett, wife of Conductor Barrett, of Division No. 8, who died on the morning of February 6. We mourn her loss, and mourn with those that mourn. The members of the Division extend their deepest sympathy.

Our Division is small, we started with eighteen charter members. We expect to have four new members soon, and will give them a cordial welcome. We wish all conductors' wives would join our Auxiliary, as we need them to help us in the work.

With cheering words and kind and loving tokens of true friendship, we can all find our way to many homes where there is sickness, and we may cheer the many lonely hours that come to all who are in distress.

Our Sisters have been very kind to visit the sick and remember them with flowers, which we all love so well and are always welcome.

We were very much pleased with a visit from Mrs. Keating, of Columbian Division No. 40, Buffalo, N. Y.; she very kindly assisted in installing the new officers. We will be glad to see her again at any time, and the invitation extends to all our Sisters.

MRS. E. KNICKERBOCKER.

Rochester, N. Y.

Editor Railway Conductor:

We have at last succeeded in organizing a Ladies' Auxiliary to Washington Division No. 339, and being chosen corresponding secretary it becomes a part of my duty to address my many Sisters through the columns of THE CONDUCTOR.

We were organized in this city Thursday afternoon, February 20, 1896, by Mrs. C. P. Hodges, Mrs. J. F. Lahiff, and Mrs. James Carroll, three charming ladies from Cleveland, Ohio, who conducted the work beautifully and seemed well pleased at the interest manifested by the twelve newly initiated Sisters.

We were sorry we could not have them with us longer, but their duty called them elsewhere. May their good works go on, and may they continue to organize throughout this broad land, is the wish of our Division.

The officers elected for the ensuing year were:

President, Mrs. H. H. Bryan; Vice President, Mrs. A. Bryan; Sen. S., Mrs. Chas. Fish; Jun. S., Mrs. Ronybush; Guard, Mrs. B. H. Dowden; Sec. and Treas., Mrs. B. Hollis; Chairman Executive Committee, Mrs. Harry Smith.

We have had two meetings since we organized and initiated one new member at each meeting, which makes fourteen good and true wives in our Division as a starter, and I hope to soon be able to report a much larger number of goodly women. We have chosen the name, "Work and Win" Division No. 89, and think it a name in every way suited to our Division, as there will need to be lots of "work" if we expect to win.

At our last meeting, our Secretary and Treas-

urer read us a very interesting and encouraging letter from our Grand President, Sister Moore, which was highly appreciated.

The members of Washington Division 339 are going to give a ball, April 8, and we ladies, I understand, are going to serve lunch—it was spoken of at our last meeting, but wasn't fully decided upon.

Washington, Ind.

MRS. J. L. CRUMP.

Editor Railway Conductor:

On February 1 last, a number of the Sisters went to Harrisburg to attend the anniversary of Keystone Division No. 47. They report a most enjoyable evening and can hardly say enough in praise of the hospitable reception they received at the hands of the members of 47. Those ladies certainly know how to give their visitors a pleasant time.

On the fifth of the same month we surprised Sister Sarvis, the occasion being her birthday. Despite the surprise, she entertained us delightfully, and it was not until a late hour that we could bring ourselves to separate. We are now looking forward to another treat in the shape of a cake-walk, as proposed by the Brothers of 187. One Brother is particularly fond of this form of amusement, although he always loses his step and the cake at the same time. Never mind, Brother, we will take care of you the next time and see that you get a cake, even if it is flannel. Our Division is constantly growing in membership and our officers are doing splendidly with the new work. Let me say a few words of comfort to each Division having a kicker:

Hailwards the Division kicker wends her way.

With countenance gloomy and sad;

But now let us follow, 'tis good as a play,

And the finest amusement we've had.

The old member places her head on her hands,

She has tackled the kicker before;

The new member says she can't understand

How she can be such a bore.

Yet we know her, acknowledge her worth,

Her heart, it is truer than steel,

She believes she is filling her mission on earth

In forcing all others to yield.

We're lonesome without her, she keeps us in line,

Our duty's made p'ain all the quicker;

Then Sisters, don't let it worry your mind,

For each of us has her pet kicker.

Sunbury, Pa.

ROXY.

Editor Railway Conductor:

We celebrated our first anniversary with a public installation of officers. It was held on February 23, and the occasion will long be held in pleasant memory by those who were so fortunate as to be present. The members of the Division, wishing to make the gathering one of enjoyment to all of their friends, had extended a cordial invitation to the members of the O. R. C. Their response to this invitation was a flattering one, as

when the opening hour arrived the room was filled with a happy and expectant throng. Our retiring President, Sister Mooney, being unable to be with us, the installation ceremonies were performed by Mrs. E. J. Palmer, assisted by Mrs. S. E. Gresley, Mrs. W. S. Edgerly and Mrs. W. F. Hodgkins, all of Division 67, of Portland, Me. Sister Varney, our organist, furnished music suitable to the occasion. When the formal exercise had been completed, the Chief Conductor of Division 157 was called upon for a few remarks. He thanked the ladies in behalf of Division 157 for so kindly inviting the sterner sex to enjoy our simple, yet impressive, ceremonies. Short addresses were also made by Brother Chapman and Brother Hodgkins, of Pine Tree Division. Mrs. E. J. Palmer gave us a short but eloquent address, in which she urged the necessity of our banding ourselves closely together and showing how much good we could accomplish. Our President made a nice little speech, after which all adjourned to the Quincy House. A banquet followed—and it being leap year, the ladies paid all the bills.

Our sympathy goes out to Sister Brown who has recently been called upon to mourn the loss of her only daughter. Sister W. R. Mooney is somewhat improved in health and we have hopes for her speedy recovery.

We initiated one candidate. Our meetings are quite well attended, yet we might have larger gatherings. I wish I might say something to all our Sisters that would induce them, if possible, to attend every meeting, and each one try to do or say something for the good of the Order. We will be very glad to have the Sisters of Pine Cone Division visit us again in the near future.

Boston, Mass.

ALEXANDRIA.

Editor Railway Conductor:

Last fall I was instructed by our Grand President to go to Escanaba and Waukesha to give them the new work. After a series of difficulties on account of bad weather I reached Escanaba, which I should say must be a very pleasant place in the summer, but I would not care to live there in the winter. I found the people very pleasant. They have a small Division, I think only eleven members, and some of them living at Green Bay. They were doing the very best they could to keep together and hold their meetings regularly. It was such a stormy day that there were but few out at their meeting. I gave the President the new work and promised the ladies I would visit them again in the summer.

Brother Hill has told you of my visit at Waukesha, but I would like to say I think the ladies of White Rock Division are hustlers. There are

only thirteen of them, but they all seem to work together so nicely, and the Auxiliary husbands are all ready to lend a helping hand. As for being entertained, I think it would pay any Sister to go a long ways out of her way to visit Waukesha. They spare no pains to make everything pleasant for their guests. While visiting there last summer I had the pleasure of meeting Mrs. E. T. Miller, of Augusta, Ga. We would have been pleased to have seen Mr. and Mrs. Miller farther north in Wisconsin. Speaking of Augusta, Ga., reminds us of a box of cotton and rice sent by Mrs. W. W. Thompson, of that place, which was very thankfully received.

My last attempt at visiting was when the Auxiliary was organized at Jackson, Michigan. I went as far as Chicago and found I could not make the connections and get there in time for the meeting, so came back home disappointed.

Baraboo, Wis.

MRS. AMOS SQUIRES.

Editor Railway Conductor:

Illness of myself and other members of my household has made delay in my letter unavoidable and now I beg of the Sisters to look to the old maxim, "A poor beginning makes a good ending," for consolation.

For something more than two months we have been dating our letters, legal documents, etc., 1896. Each band of the Ladies' Auxiliary all over the Union has met again [and again, and we all and each have renewed our vows, turned over new leaves, made new resolutions, and imagined and hoped, with buoyant hearts and strong resolves, to make this year different from the past.

In the beginning, we must remember that disappointments, defeats, and criticisms come to all of us, and in like manner come the genial smile of encouragement, handclasp of sympathy and the soft touch of loving fingers.

Indeed, it is a melancholy reflection that the old adage, "Time and tide wait for no man," applies with equal force to the fairer portion of creation, for, rather than have it so much out of date, I would have been glad if time had waited for me to tell the following:

Each of our officers realizes thoroughly what her duty is—that there is something more, aside from her official duties, to perform, and her holding an office should be a perpetual reminder that there are homes, there are Sisters who need her visits and words of loving kindness to strengthen and bring them together in the spirit of charity and true friendship, for,

"True friendship is the sweetest flower
That blooms along the path of time."

Having the Dunstan medal awarded us again

has sent an electrical thrill of appreciation through the very being of each member of our Golden Rod Division. Fortunate indeed, we think we are! Winning it a second time should inspire us with fresh energy and new determination to keep it with us, and make advancement and development in all proper channels with our watchword always "Excelsior."

The happy reception given to the Sisters on the afternoon of January 27, from three to five o'clock, by Mrs. Walraven, will linger long in the memory of those who were so fortunate as to attend. The hours passed only too speedily in refreshing congeniality, conversation, and elevating good cheer, interspersed with refreshments. When the hour for dispersion came, each departed, feeling that Sister Walraven could never be surpassed as hostess.

I was painfully surprised to learn of Sister Reedy's sore affliction in the death of her husband. They having stopped with me during the convention, a friendship was created which distance has not stifled. May a loving Savior teach her submission, for there is now

"Some one to wait in that heaven above,

And draw her heart upward with chords of love."

To Sister Martin I extend my heartfelt sympathy in the sad death of her only brother. May she find comfort and solace in the words, "He doeth all things well."

"There is no flock, however watched and tended,

But one dead lamb is there!

There is no fireside, howsoever defended,

But has one vacant chair."

The above beautiful lines are only too sadly realized in the death of Sister Willey, whose soul in spotless purity abandoned its habitation of clay and wended its flight to a haven of rest beyond the stars on the morning of January 30.

In her death the first link is forged in the chain which will eventually be made between Heaven and our Golden Rod Division. In our gatherings and Division rooms she will be sadly missed. But of all, how sad the home she has left desolate! In behalf of the Sisters of our Division, I desire to express our deepest sympathies for the loved ones left behind.

"There is no death! what seems so is transition;

This life of mortal breath

Is but a suburb of the life elysian,

Whose portal we call death."

Atlanta, Ga.

Mrs. J. A. HOBBS.

Editor Railway Conductor:

Division 30 gave a social on the evening of January 30, which was largely attended. A special invitation was extended to the Sisters of Division 25, and a goodly number of them responded, receiving a warm welcome, as you may well imagine. All present thoroughly enjoyed the music given by the Mandolin Club, as well as the recitations by Miss Laura Brennan, of Chicago. Then came the refreshments, which were just such as were needed to complete the evening's pleasure. While lunch was being served we were favored with a solo by Sister McGuire, which was heartily applauded, in the hope that the favor might be repeated.

Not the least important feature of the evening was the prize cake baked by our worthy President, Mrs. Murray, which netted us quite a fortune. The guests paid a nickle each time they guessed what was baked inside the cake, but as none of them thought of finding a bottle of wine in such quarters, it was not won, but was finally sold to the highest bidder. Dancing followed the bidding, and was evidently as much enjoyed as any other portion of the entertainment. We were especially pleased to see so many of our O. R. C. Brothers in attendance, and feel encouraged thereby to continue the socials which add so much of interest to our Division work.

The next pleasure in store for us was our third anniversary, March 12, when we enjoyed the privilege of having our Grand President, Mrs. Moore, with us for the afternoon and evening. We were delighted with the new work, which we think an improvement over the old. The afternoon proved all too short for the work we wanted to accomplish. The evening was given up to entertainment and lunch, both of which seemed very acceptable to all present. During her stay in the city Mrs. Moore was entertained by Sister Hayes, but business called her away on the following day, much to our regret. We would be glad to have her with us often, and we extend a cordial invitation to all Sisters to visit us whenever an opportunity may offer. Mrs. J. D. PORTER
Garrett, Ind.

Editor Railway Conductor:

The members of Division 46 are all awake and doing their full duty, and we confidently expect to make the present year the best in our history. On February 27 last, the members of Potomac Division called upon us to mourn with them, the death of their President, Sister Riding, one of their most active and influential members, and

one who will be greatly missed by all. Brother Ridding will have the sympathy of the entire Auxiliary.

There is considerable sickness among our members just at present, our President being absent for the first time from the last meeting from that cause. Sisters Barncord and Shober are also on the sick list, and we wish for them all a speedy recovery. Sister Gomer was present at the last meeting, after an absence of some ten months, and all were glad to welcome her. Sister Rector returned sick from a short visit to her old home in Rockwood, but is now able to be out again. We had a flying visit from Sister Crawford, but hope she will stay longer next time, so as to be here on meeting day, when we can make it more pleasant for her. Any Sister visiting in Cumberland will receive a hearty welcome.

Cumberland, Md. MRS. J. W. WALSH.

Editor Railway Conductor.

On the evening of the 11th of March, Bluff City Division gave an entertainment at the O. R. C. hall, which proved a more than unusually pleasant and enjoyable affair. It consisted of songs and well rendered recitations, by some of the leading local talent. Much praise is due Mrs. Hayes for her painstaking and untiring efforts. She was ably assisted by the lovely Miss Lillie Sebring. After the entertainment dainty refreshments were served. Some \$75 was realized, which amount will put our little Division in much better shape.

The Sisters have put on renewed enthusiasm, and hope to keep our Division up to the standard of excellence it once held before it assumed its late lethargy.

We now meet regularly every first and fourth Wednesday at the home of different Sisters, alternately.

It is a matter of much regret that several of the Sisters who once added so much to the life of the Division have ceased to attend.

Memphis, Tenn.

MRS. B. F. T.

Editor Railway Conductor:

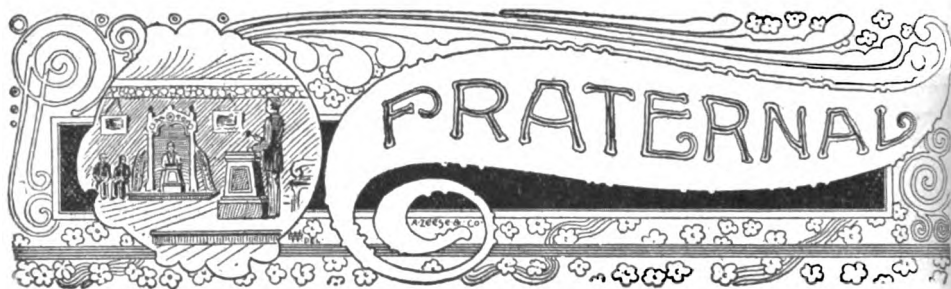
The evening of February 25 will long be remembered by Turner Division 28 as one of the most brilliant and happy in its history. The long anticipated "Oh, Why" degree was given to a large number of conductors, and afterward about 60 guests were entertained at a sumptuous banquet. Invitations had been sent to the respective Divisions of the O. R. C. and L. A. in Parsons,

Houston and Kansas City; and the two former cities were well represented, Parsons especially, by twenty ladies, members of Sunflower Division, recently organized in that place. These ladies all wore mammoth sunflowers, made of felt, as emblematic of their Division and their state, and they all proved to be as bright and cheerful as the bonny decorations. Some Brothers from Parsons arrived the next day and agreeably surprised their wives. Sisters Alexander and Clark ably represented the Houston Division, and made up in quality what was lacking in quantity. About forty-five ladies were obligated before the regular program began, so that they might witness and admire the courage and gracefulness their "worsers" halves displayed while being initiated into the mysteries of the "Oh, Why," degree. To say they were well repaid is but a feeble expression; however, the men seemed to enjoy it fully as well as the ladies, which is certainly saying a good deal. Of course, all who have taken the degree know where the fun comes in, and to the others we would say, "go, and do likewise." After the initiations were ended the program opened with an original poetical address of welcome by Sister W. T. Elliott. The address of welcome was followed by a banjo and guitar selection by Hal Waples and Tom Gudgell, which was enthusiastically encored. A vocal solo by Mr. O'Brien, guitar solo by Mr. Suggs, a piano duet by Misses Gertie Tygard and Mamie Cuff, were all received with pleasure. Brother Chas. Stone then surprised the ladies of Turner Division by presenting them with a handsome organ, the gift of Lone Star Division No. 53, O. R. C. The ladies were completely overcome by the unexpected act, and we take this opportunity of again thanking our friends in the O. R. C., who so thoughtfully worked to procure for us this much needed instrument. Sunflower Division also presented a handsome banner, the work of Mr. Proctor, of Parsons, which will be framed and which will make a handsome adornment for our Division room. Sister Arthur, our faithful organist for several years, then played a beautiful march, and 200 guests entered the banquet hall to feast on delicacies to their heart's content, after which the evening was passed in music, dancing and the gay badinage of conversation. At a late hour all departed, with the thought in each heart that "it was good to have been there."

We are now contemplating an Easter social; also a visit to Parsons, of which more anon.

Denison, Texas.

MRS. W. T. ELLIOTT.



Editor Railway Conductor:

Nevada Division 195 has seventy-eight members in good standing and four applications to work on. There are quite a number of men here who are eligible to become members, but we cannot induce them to make application for membership. They will not join, and remind me very much of a man "who lives off his wife's folks." We have one of the best schedules in the United States, and spent quite a number of dollars to get it. These men never forget to compute how many miles they make, nor neglect to claim their over time, and if they make over the mileage, you can hear them crow for a month. They say, "I am getting as much as you, and it does not cost me anything; why should I pay for it when I can get it for nothing?" They may see the error of their ways soon and become members, but I doubt it.

We have quite a neat sum of money on hand. If our plans don't miscarry, we will give the visiting Brothers in 1897, a royal welcome, and leave nothing undone to make their visit one long to be remembered.

In a recent number of *THE CONDUCTOR* one of the Brothers asked for some information regarding our state, and it gives me pleasure to sing the praises of Sacramento county and city, leaving the balance of "God's own country" to the members of other Divisions. First allow me to give all due credit to "Where California Fruits Grow," a souvenir of the *Bee*, from which valuable compilation most of my facts have been garnered.

'Tis our own summer land, where the smile of the sun

From the waste of the waters, a Paradise won;
Where the orange, the olive, the vine on the lea,
Glisten and wave as the waves of the sea;
'Tis the garden of gods in the land of the free."

Sacramento county is as large as Rhode Island, and in 1894 had a population of 45,000 souls; its assessed valuation was \$34,000,000, and had eighty-seven miles of railroad. The failure of crops has never been recorded. It is the leading hop district of the United States, and its soil is

adapted to the most profitable products, the heart of early California's fruit belt, and it grows 75 per cent of the state's deciduous fruits. It has an orchard forty miles in length. Fruits and vegetables are marketed the year 'round, and last year 77,000 acres were devoted to the raising of beans, spuds and garden truck.

It has also the largest thoroughbred breeding farm in the world. Here we have the world's second largest vineyard. It may interest some of your readers to know that the largest is in Tehoma county, California, and is the property of Mrs. Jane L. Stanford, widow of United States Senator Stanford.

We have cool, summer nights, never above 70° F. Lieutenant Greeley, of arctic fame, has declared Sacramento city "the ideal winter resort." Our city has a population of 30,000, and an assessed valuation of \$15,000,000, twenty-three miles of double-track electric railway, and the world's record for clear days; gardens in bloom the year 'round and the second healthiest city in the United States.

It is the center for seven railroads, and the supply depot for northern California and Nevada. It also has river communication with tide water and cheap power for manufacturing, consisting of electricity from the power house at Folsom, on the banks of the American river. This power is brought twenty-two miles, and is the means by which our cars are moved and the city lighted. There are intersection arc lights on every other crossing on every street in the city. It has two theaters, one running continuously with a stock company. Its public art gallery has not an equal west of the Missouri river. Its public schools, libraries, churches, etc., compare favorably with those in cities of much larger population. She owns her own water works and collects the revenues therefrom.

Sacramento city is one of homes, the tenement house being almost unknown. This peculiarity attracts the attention of the eastern visitor, as he sees the electric cars from the suburbs crowded

with mechanics, clerks and shop girls, on their way to work.

The city's art gallery is a stately building, plain in architecture, but inside is a perfect gem of the decorator's art. In this building is located the school of Design. This property was conveyed to the city as a gift, in 1885, by Mrs. E. B. Crocker. Seven hundred pictures offer a variety so wide that all tastes are appealed to. One picture, a "Madonna and child," has been appraised at \$50,000. The free library in 1895 contained about 25,000 volumes, and had 1,500 regular patrons. The state library in 1895 had 92,000 volumes, and is the third largest one in the United States.

It is hard to make an eastern man understand the peculiarities of our climate, that will permit flowers to bloom the year 'round, in sight of snow-capped mountains. The palm in this city is to be seen at its perfection, and it is everywhere. In many places through town it adorns the sidewalks like other shade trees, for which Sacramento is noted. In Capital park there are scores of palms of all varieties. Another wonderful sight to the eastern tourist are the beautiful green lawns in the midst of winter. In this climate the grass never withers, but keeps its emerald beauty the year 'round. During the winter seasons Sacramento has chrysanthemum fairs, at which can be seen a perfect wilderness of these beautiful Japanese blossoms of all hues and shapes.

Sacramento is the capital of the state, and the state house or capitol, is an imposing structure of granite, iron and brick, sitting proudly on an elevation surrounded by extensive grounds, faultlessly kept, and revealing the beauties of semi-tropical plant and tree life. From the ground floor to the ball on the dome of the capitol the height is 240 feet. The building is fire proof, and cost \$2,600,000. In the rotunda of the capitol is a group of statuary representing Queen Isabella offering to Columbus, to pawn her jewels, and give the proceeds to him to fit out ships with which to explore for new countries. The group is a massive affair, and is composed of one piece of marble. It was purchased by D. O. Mills, of New York, at a cost of \$30,000, and presented to be state by him. It is the work of Larkin Mead, the Vermont sculptor. The capitol grounds comprise thirty five acres artistically laid out in grass and flower plots, gently sloping terraces, broad walks and driveways. The grounds contain many trees of rare beauty, whose foliage remains green perennially. The grounds also being further enriched by many beds of flowers, rich in variegated blossoms and fragrant in perfume.

The railroad hospital is one of the most elaborately fitted hospitals in the United States. It

was erected in 1868, at a cost of \$64,000. The main building is 60x35 feet, of four stories and a basement, with a wide veranda at each story, and two wings 35x52 feet, and a kitchen twenty-five feet square. There are six wards and eight private rooms, making accommodations for 125 patients. Patients are also visited at home. This building is surrounded with grass plats and trees of different varieties, and makes a pleasant place for one to spend his sick days or put in his time while broken arms or legs are mending.

We have two daily papers, both members of the Associated Press, and also two Sunday papers.

In Sacramento is located, with one exception, perhaps, the most complete railroad plant in the world. The shops and shop yards cover forty-two acres. They are equipped with latest modern machinery, and employ between 2,000 and 2,500 men, and manufacture every article of railroad equipment except rails.

One of our principal manufacturing industries is the Buffalo brewery and ice factory. It occupies a block of land 320x320 feet, and the main buildings are constructed of brick and iron, and form the most prominent group of buildings in the city. The brewery has a capacity of 75,000 barrels per annum. The ice factory has a capacity of forty tons of pure ice per day. It gives steady employment to 100 men the year 'round, and distributes \$75,000 in wages among them.

Sacramento, Cal.

"CONDUCTOR."

Editor Railway Conductor:

Is the interest shown in our magazine as great as it should be? I freely admit it is not in the province of any member of Milwaukee Division 46, to find fault, or criticise in any way. So far as I know, no member of this Division has ever contributed anything to the columns of THE RAILWAY CONDUCTOR, or made any attempt to assist those in charge of its publication, in making it interesting. While local news is not always interesting to all its readers, there is no doubt that an occasional contribution of such a nature from Division 46 would be read with much interest by many Brothers who have at some time been employed upon some of the roads running into Milwaukee.

Our State of Wisconsin is growing in importance each year, and Milwaukee is its metropolis and principal railway center. Many of our most successful railroad men in this country and Canada, have at some period in their railroad lives, been employed by some of the lines running into Milwaukee. In one instance a title of nobility was bestowed upon a former Milwaukee railway man, presumably on account of his excel-

lence and ability in his chosen profession. Milwaukee is improving rapidly. She is indeed becoming a beautiful city.

Notwithstanding the financial crash of 1893, of which Milwaukee, I think, bore the brunt of the whole country, one would scarcely notice any of its effects at the present time. It is true some of our citizens have funds tied up in the Plankinton bank and other institutions which are under process of liquidation. Among these are a number of railway men. There is good reason to hope, however, that finally each depositor will receive payment in full. Milwaukee is rapidly recovering from the effects of that terrible time, as well as the severe industrial depression which accompanied it. Through all this Division 46 has been fairly prosperous, having had only three suspensions on account of failure to pay dues and assessments. Our membership is over one hundred and fifty, all of whom have an abiding faith in the O. R. C.

"Vet" Sykes, our Chief Conductor, runs passenger train between Milwaukee and Chicago, on the Chicago, & Northwestern road. He is one of the old railroad landmarks in this part of the country. Courteous and affable, he makes an ideal chief, by his regular and prompt attendance, setting a splendid example for our members to follow. The subordinate officers are stimulated to extra exertion by the unassuming and careful work of Chief Conductor Sykes.

I think No. 46 will compare favorably with any Division of the Order, in interest and attendance. We are fortunate in having a most indefatigable worker in our Secretary and Treasurer. It can be truly said he never sleeps when a conductor's interest is at stake. Although he has not been in active service for several years, he is every ready and untiring in his efforts in behalf of any of the boys on the road. To his honor be it said, no member of Division 46 or the Order of Railway Conductors was ever turned empty-handed away from the door of Ed Simms. Let their trouble be what it may, he is always ready to accord all the assistance in his power.

An estimable and worthy member of Division 46, Brother P. W. O'Neil is, I regret to say, in very poor health. Some time ago, at the advice of his friends, he went to Colorado, spending several months at Colorado Springs, but recently he has been in Arizona. Late advices do not indicate that he has derived much benefit from his trip west. At each Division meeting the question is eagerly asked by many Brothers, "Who has heard from Pat?" "How is Pat?" His many friends among traveling men and others, fre-

quently inquire after him, when riding on our trains. He is greatly missed at our Division meetings, which he rarely failed to attend.

The Order of Railway Conductors includes no better member than W. J. Durbin, who is an active member of Division 46, being a member of our board of trustees, chairman of our local committee, chairman of the general committee for the Chicago, Milwaukee & St. Paul system. He is well known to members of the Order for his efficient work as chairman of the insurance committee. In this connection I cannot forbear saying a few words in commendation of Brother Durbin's conscientious work in this position. As in duty bound, he carefully guards the interests of our insurance department, though his heart is often wrung by the cases of distress which come to his immediate notice. It is a difficult position to fill, one where it is absolutely impossible to give entire satisfaction to all. Of this, however, the Brothers may be assured: so far as lies in the power of "Billie" Durbin, the administration of our insurance department will be honest and just to all, in accordance with the law as made by the Grand Division. Div. 46.

Milwaukee, Wis.

Editor Railway Conductor:

From October, 1866, 'till November, 1879, the writer was employed on the Amboy division of the Illinois Central railway. While the old I. C. had rather a hard name among the traveling public, by reason of its antiquated equipment, it was a pretty safe road to ride on. Accidents were few, and were principally caused by broken rails. These were of rare occurrence, however, considering that a large portion of our 117 mile division was laid with 18-foot chair iron. This rail was made in England, and at that time English iron was the best rail made. During the late winter and spring months the track on our wind road bed was something wonderful to behold, and a trip over it, especially between Foreston and Polo, was like going around Cape Hatteras in a storm. Such a thing as a rear end collision, (in my time we never had a head end collision,) or a break in two and run together, were so rare that the whole division went into mourning upon their occurrence.

It was remarkable what fast time could be made on this track without wrecking trains. I think it was due to the fact that our supervisors, Ed Courtney, (who, by the way, is in service at the present day, I believe, on the same road,) and Charlie McCoy, were always careful to have the joints kept in even surface. If the joint on one side was high, the joint on the opposite side

must be brought up to the same height. While it was death to spring hangers and sand boards, we always kept on the track, and frequently "Dock" Reynolds with the old 139, Dave Phillips, engine 97, and even Mike Holland with the 92, and a host of others used to make wonderful bursts of speed. Our passenger engineers, Russ Rositer, Bill Trude, Hank McGraw and John Spaulding, all now dead were speedy men, and Bish Hughes, Johnny Anderson, Charlie Whitehouse and Ed Quinlan, all of whom have made their mark as first-class engineers, were their firemen.

Billy Thayer, Charlie Warren and Mart Vorsey were our passenger conductors. Homer Graves afterward took Warren's run, and John Ward, George Ingersoll and Dick Jeardean, used to make some phenomenal stops with hand brakes, their hands and part of the wrist being calloused to about the consistency of a horse's hoof. Brakemen of now-a-days little know the hardships of a passenger brakeman in the sixties. Many a time have I seen the blood start from a deep crack in a brakeman's hand when he grasped the brake wheel on a frosty morning, from a sudden call for brakes. The passenger brakemen on this division took great pride in making "good stops." Going into Amboy we let them right in; this being a division point it would never do to let the train run by, however. Each brakeman had his loyal friends among the freight brakemen, who would come up to the crossing just north of the station, to see how fast the train passed that point. Often have I passed that crossing, perched on a brake wheel, arms folded and train going forty miles an hour, anxiously watching, however, out of the corner of my eyes, for the last cheering freight man to disappear, then down and at 'em. How I did squeeze them, and my friends among the freight men held their breath, thinking the train never could be stopped at the platform. On one occasion Johnny Ward arranged to make the stop of his life. Roland Paul and Johnny Matthews were on the train dead-heading; they were to take the baggage car and head coach, Jim Wannamacher the express car, and the hopeful aspirant for the honor of breaking the record, the rear coach. George Guiger, who was pulling the train that day, was instructed to send them in, and drop some sand. On reaching the station, Paul and Matthews were deep in an argument as to the comparative merits of two girls, and forgot to touch a brake. Poor Ward went by the depot and "Old Man Jacobs'" office thirty miles an hour. Everybody in Amboy was flocking to the depot as they came back, to see what was the matter. Mr. Jacobs

gave orders that no more fly stops should be made, so the rest of us did not get a chance to attempt to beat Ward's record, and it stands to this day.

Tom Campbell, who was a freight conductor on the Amboy division in the sixties, was a character. Going south one day, he received orders to get several cars of wood off the wood track on Elroy grade, about four miles north of Freeport. The train was due at Freeport about noon; it was past noon when they reached the wood track. The grade at that point was heavy, and a good dinger only four miles away. Although this wood track had been in daily use, Tom was sure they would find the switch spiked, therefore gave a signal to his engineer not to stop, and on his arrival at Freeport reported wood track switch spiked. Upon investigation, it was found that this was one of Campbell's fairy tales, and John Henry, trainmaster, who, by the way, had anything but an angelic temper, notified Campbell he was discharged. Another conductor was assigned to his run. With serene indifference to this fact, Tom appeared regularly and made the daily runs as before, his status in an official capacity, however, being in his mind only. Of course, being on his regular run and appearing at his boarding places as usual, no questions were asked. This continued for a week or more, when on the road one day, they met John Henry, who seeing Campbell giving some directions concerning the switching, wanted to know what he was doing there. "Why," said Tom, "I am on No. 5." "How is that?" exclaimed Henry, "I thought I told you you were discharged." "Oh, I know you think so," said Tom, "but that don't go with me."

Such an exhibition of loyalty to the company's interest was too much for Henry, and Tom, really being a good conductor, was restored to duty. Although discharged for over a week, he had not missed a trip on his train.

Many of the old timers are still in service on the same division of this road; notably, Tommy Wright, Bill Beals, Waddington, Frank Wiley, and the conductor who ran the first passenger train into Galena, Ill, in 1854, Billy Thayer. Think of it, forty-two years as passenger conductor on the same division. Several of the old freight engineers are also still in service.

But this will do for this time. If THE CONDUCTOR sees fit to chronicle these crude reminiscences I may come again.

D.

Milwaukee, Wis.

Editor Railway Conductor:

On Monday, March 16, the General Grievance

Committee of the K. C., F. S. & M. and the K. C., M. & B. system met at Memphis, Tenn., and elected the following officers: Chairman, W. J. Wilken, of Division 165; Vice Chairman, J. C. Kennedy, of Division 358; Secretary and Treasurer, R. C. Stewart, of Division 207. Every Division on the system was represented, and all reported their Divisions in flourishing condition.

I was much pleased to read the letter from Little Rock, Ark., in our March CONDUCTOR. The writer has touched a point there that we cannot talk and write too much about, and I heartily endorse him (her?) and call out to every member of the Order, Brothers, read our official organ. I have always said, and claim yet, that if all our members had read THE CONDUCTOR as they should, there would have been very few drawn into the A. R. U. strike. I have heard it said so often, by those that had belonged to that organization, that they did not know what it was until it was too late, and I have told every one of them, if you had read THE CONDUCTOR you would have known. There are a good many Brothers who read the correspondence and nothing else. I think that is wrong. We should never miss the editorial pages. I wonder how many of our Brothers read the articles, "Immigration a Menace" and "Contempt of Court," in the March CONDUCTOR? Those of you who see this letter and have not read them, please hunt up and read them, and I am sure you will be pleased with them.

I am sorry to have to write that business has been much decreased on all roads entering Kansas City, during this month; still we have been fortunate enough on our road to make about full time, and not have any crews pulled off so far.

On March 26 our beloved President and General Manager, Mr. Geo. H. Nettleton, died. He had been sick for about two weeks. I say, "beloved," and there may be readers who will smile at that word, but, nevertheless, such were the relations between Mr. Nettleton and his employes. I think it can be truly said that he died without an enemy on the face of the earth, and I am sure that all railroad men that knew him will sympathize with us in losing such an employer. As a mark of respect to his memory, we held a special meeting on March 28 and adopted appropriate resolutions of regret and sympathy, which are re-echoed in the heart of every one of our members.

W. J. WILKEN.

Ft. Scott, Kan.

Editor Railway Conductor:

The greater portion of March has been treating us roughly here, in fact, it has been the worst of our winter, so far as snow, high winds and cold

weather is concerned, but we are living in hopes of the future being brighter and better. There is usually a calm after a storm, and very soon the bright and beautiful rays of the sun will cause Mother Earth to shake off her winter garb and become carpeted in a lovely green verdure, while the forests will put forth in elegant attire of foliage, the flowers will vie with each other, and the birds will be warbling their songs of praise to the great Creator and Ruler of the universe. How pleasant to meditate upon such as has been described, by our Brothers who possibly have been languishing on beds of affliction for many weeks past, with the hope of the future bringing them relief.

Division 223 is holding its own exceedingly well. We have had only one death, Brother S. C. Crawford, since its organization, and we hope and trust such visitations will be of rare occurrence. We have had some initiations recently. How much better it would be for all to become members and have that protection and kindly advice so many of them need in health, as well as in sickness, in prosperity, as well as in adversity. It matters not at what stage of life, or what your surroundings may be, what wealth you may enjoy, you need friends, you want friendship. A man must be a pitiable object without either. He must feel as Alexander Selkirk did on the island of Juan Fernandes.

In our last letter to THE CONDUCTOR we proposed to give you a condensed account of railroading thirty-five years ago, and will try to keep the promise. Our railroad career commenced during the civil war, when the B. & O. R. R. Co. had only a single track of iron rails, with sidings at intervals along the main track. We ran in convoys, there being often as many as sixteen trains in one convoy, being mostly drawn by ordinary Camel engines, with occasionally a Tyson or ten-wheel Camel. We very seldom ran a train by telegraph orders, but did it mostly by time schedule in book form. Our rate of speed was twelve miles per hour. At certain places along the road, designed for that purpose, we would take to the sidings, to let passenger trains or fast freight trains, containing live stock, pass. The engines and cars of every variety were much smaller than at present, and cabooses for the comfort and convenience of conductors and brakemen were unknown. You as conductor, took your position on the rear end of the last car in the train, whether it be a coal hopper or box car. If the weather should be very inclement, with the mercury below zero, it did not have a tendency to melt the hearts of the officials in your favor, but we frequently ran our trains after night, and the Cap'n and brakemen

would take turn about in having a warm up on the engine. This, of course, was forbidden, but we at that time, knew lots of railroad officials who did not adhere strictly to the ten commandments, which caused us occasionally to vary from the path of duty, and follow the examples laid down by them, and they were often not the best. At that time there were no railroad courts or boards of inquiry. Our mishaps on the road were of rare occurrence, but should you become suspended for neglect of duty, it would be many weeks or months before you resumed work at the same position, because of the fact that no person appeared to be interested in the reinstatement except the one suspended or dismissed.

There has undoubtedly been a great change wrought since then, and every improvement in the condition of the employes has been brought about by organized labor, which has done more for the amelioration of railroad conductors in their line of duty, than all things else combined. The introduction of cabooses was a godsend to them, the invention of automatic air brakes another labor and life saving invention. O. T. R.

Martinsburg, W. Va.

Editor Railway Conductor:

Having sprained my ankle so badly that I could not hold a pen, so as to come in on last month's issue, I will again essay to throw out a few of my disjointed remarks, as Brother Strader calls them. I will admit that I jotted them down somewhat hastily, and owing to the increasing number of patent drawbars in vogue now, I was somewhat short of links and pins, hence, that disjointed, broke loose appearance of my suggestions. Nevertheless, I was pleased to have Brother S. stand up with me the way he did, and with the forceful manner in which he hit out from the shoulder. His allusions to certain brands of alleged patriotism were appropriate, and certainly hit the American workman to perfection. Hurrah for the flag one day each year, and hustle to get your bread and butter the rest. While the sleek, well fed schemers look on and smile at the working people howling themselves hoarse for the mere opportunity to work and die. It is the same in all countries, and practically, we are no better off than the subjects of any monarchy in the world. Some people seem to think that there is nothing better to do in this world than to work pretty near all the time, but to a person who will look closely into present economic conditions, it will certainly be clear that there is at least one method, that of co-operation, whereby we might all enjoy a well earned rest, if the distribution of useful labor was more evenly apportioned to each

member of society. Some of our most loudly applauded orators are the ones who proclaim our ability to support the world, and bring forth their theories to further enlarge our producing capacity, but never put forward an argument in favor of shorter hours or increased wages for the producers. The prospect is anything but bright and encouraging for a member of the rising generation to be told, that we, as a whole people and individuals, have got to labor from cradle to grave and never let up for a rest without the grim spectre of want staring us in the face and frightening us to harder and more frenzied efforts to pile up something to fall back on in our old age and then have the dread angel of death step in and take us away before we can enjoy the fruits of our incessant toil, or else, when we do drop out of our accustomed place in the machine of labor, to find that we are too old to enjoy ourselves as we had pictured, thus adding disappointment to our other burdens in our declining years. A very simple illustration of the conditions as they exist to day is given thus:

Ten men go to an island, and, all working together, have a very easy time getting a living and enjoying themselves. There are ten men supporting ten men. Later, one sets up as being somewhat better than the others, and being persuasive, he is installed as governor with little or no work to do to speak of, thus leaving nine men supporting ten men. Later on he induces these to give him a servant and a secretary, thus leaving seven men supporting ten men. The consumption is practically the same, as all are consumers, but the task of production is thrown more heavily on the shoulders of the seven workers.

We are situated pretty much the same way, owing to our negligence of our own and mutual interests. The indifference of the majority of the members, whether they be of society as a whole or whether it be of the O. R. C., or any other organization, gives opportunities to men who see that they can run things pretty nearly as they see fit, with the consequence that the indifferent ones are not awakened until they are powerless to help themselves.

The present status of our great national and international issues is the result of our continued indifference and blind confidence in our party leaders. The working people have been "thrown down" so often by the men they have supported and elected, that they seem to think that their natural position is that of being "trun down." (Chimmie Fadden). Unable to see that with the same system the same results will surely follow, the working people and their leaders have been slow to adopt a change of method, thus putting

the means of betrayal out of the reach of possible betrayers. Since the war, the masses have been lined up against each other in either of the two great parties, alternately driving one out on account of refusal or indifference to popular demands, to make room for the other party to go into power and do the same thing. What we want, and want badly, is a change of our political system and the incorporation of the principles of the initiative and referendum into our government, both local and national. Then, knowing as we must surely know by this time, that our mutual welfare lies not in competition and strife against our neighbor, but in co operation for the good of all, then I say, we will be on the high road to a successful utilization of our boundless resources, and compel our blood-sucking, parasitical body of lawyers, politicians and professional after-dinner patriotism dispensers to go to work or starve. The money question is one that will have to be decided shortly, and by reading the papers one can easily see the tremendous effort being made to have the result against the interests of the people and in favor of the choice few that have their little national bank stowed away under their wings. It is plainly evident that some issue has got to be kept before the country until presidential election, and therefore our worthy representatives in congress will do anything, except their strict duty to the people, in this, as well as other important measures. It is clearly a subservience of the good of the people for the benefit of presidential aspirants and corporation lawyers. Surely the grand officers of our own beloved Order will, with those of other organizations, keep a close watch on our national government and vigorously protest against anything that will be detrimental to us working people, the "kings" of the earth.

Division 122 is following up its endeavors for a legislative committee, and other benefits accorded by our constitution, and with the earnest support we are getting from our Grand Officers, we shortly expect to have these benefits in working order in Massachusetts.

There was some talk at our last meeting on the question of a grand public meeting of all railway orders in Boston, May 31, but as no formal vote was taken the matter dropped. Some of the Brothers seem to think that, as the Grand Officers advocate federation, they should see the desirability and necessary good results of such meetings, and should, therefore, bring about such meetings and address them. I find these sentiments echoed by members of other organizations, but for my part, I am willing to have the local bodies sug-

gest the scheme and secure the co operation of the Grand Officers. There is no doubt but what New England and New York offer a large field for augmenting our members and perfecting our better organization. I trust we shall hear from others on this matter.

I agree with "Sivart" about discussions upon practical lines in *THE CONDUCTOR*, and think it would be a good thing and help to drive away that "seedy" look, mentioned in his letter.

Some time ago I asked for information about the staff system of single track operation, but I have not seen anything in *THE CONDUCTOR* in answer as yet. I would also like to find out how many applications can be made, one following the other as soon as fully released, on Westinghouse quick action brake, before the air brake loses its whole braking power. Have one car attached to engine.

We are working 122's goat regularly every month now, putting one or two initiates through at each meeting. We expect to have 125 members before Oct. 31.

Business is very good around Boston, but on account of the drop two years ago, we still have railroad men (so-called) to burn.

My wife has been teasing me all winter to join the auxiliary: now it is a bicycle and an Easter bonnet. I told her yesterday to choose one of the three, and she chose the "bike," now, I suppose, while I am rolling over the Galway Central, days, she will be doing century runs against the electric cars. She probably thinks I will come down with the other favors later on, but "nit," I am going to be real cruel this summer, so that we can go to Los Angeles to follow the band.

I see "Hot Tamales" is still hot, despite the cold weather, but if he was on here he would be pretty near cold now. Why, it's so cold here that I've taken to hard drink (ice) and got my skates on twice. Leaving a little room for the other fellow who writes to *THE CONDUCTOR*, I am, "122"

Boston, Mass.

Editor Railway Conductor:

As I was elected correspondent to *THE CONDUCTOR* from our Division, I will make my first trip on paper to-night. As I have never done any corresponding of this sort, it will not be safe for the dispatcher to report me to arrive on time with a full train, but I will say "all aboard" and give the signal to leave town and see what I can do.

Midland Division was organized about a year ago, by Brother A. B. Garretson and some Brothers from Division 53. We had quite a nice time and opened up with about twenty members. We have made several conductors since we organized

and have one for our next meeting. Our members consist of some old timers, one of whom is Brother Chas. Mockbar, who was a delegate to the convention at Atlanta, Ga., twenty years ago. He is running passenger train now between Texarkana, Tex., and Ft. Worth, on the St. Louis Southwestern, or old Cotton Belt. I am very sorry to note that two of our Brothers have lost their "offices," Brother C. W. Lacy and Brother W. B. Gee, both members of 375. Some of the readers of THE CONDUCTOR may have the pleasure of meeting them. If you do, give the boys a hearty shake of the hand, for they are all O K, and good conductors.

I am like a Brother that was writing from a log road in Michigan—myself and a few more are working on a 154 mile pike called the Sherman, Shreveport & Southern. Name enough for a million miles of better road than this 154 miles is, but I have been here nearly ten years and am not going to leave, as long as the management will let me stay. My advice to Brothers looking for work is not to come to Texas. The bottom has dropped out of business here and we have more men than positions.

Brothers, when you come our way don't forget to give us a call, and we will show you what Texas boys can do to make you have a pleasant time while you stay.

R. L. M.

Greenville, Texas.

Editor Railway Conductor:

I submit the following poem (?) for your consideration:

BENNETT AND THE GOAT.

There was a "blooming" candidate,
And Bennett was his name.
He wasn't very handsome,
But he was very "game";
And vowed that he would ride the goat
No other man could tame.

They took him to the ante room—
Collecting entrance fee,
To pay for forage for the goat,
And training quarters. See?
And all the boys they gathered in
To see the matinee.

They then removed his coat and hat,
And shoes and collar, too,
And great big spurs put on his feet;
Gave him a whip a yard in length;
And rubbed his spine with onion juice
To give the "duffer" strength.

The Goat! Well, such another one
Is nowhere to be found.

His whiskers, dressed in sand burs,
Reached nearly to the ground,
And every time he whisked his tail
He gave a fearful bound.

The "seconds" held the billy goat
While Bennett got astride,
And then he jabbed the cruel spurs
Into old billy's hide.
Around the ring they cut a swath
So long, so deep and wide,
You'd have thought an earthquake had turned
loose
Our planet to divide.

When Bennett hit the ceiling
The goat would hit the floor.
When Bennett smashed the window
The goat would bang the door;
Until the ring was covered
With hair, and horns, and gore,
And such a ride, the Brothers said,
They never saw before.

At last the goat discovered
That his tactics were at fault,
And then he braced himself and threw
A triple summersault;
And bored a hole into the ground,
As big as a brewery vault.

Poor Bennett landed on his neck,
We thought that he was dead.
We stretched him out upon the ground,
(The billy goat had fled;
Away he'd flown without a moan;
G—a—w d—m, was all he said).

We turned poor Bennett on his back
And gave the "boys" a "tip."
The captain said that Bennett showed
The symptoms of a grip.
But signs of life at last returned,
With caution he was raised,
Within a circle of true friends,
He then with safety gazed.
The "boys" then reinvested him
With shoes, and hat, and coat,
And drank a toast, with many a "roast,"
For Bennett and the goat.

Big Springs, Texas.

L. W. CANADY.

Editor Railway Conductor:

I have been a member of the Order for a number of years but have never found a communication of any kind from Pennsylvania Division No. 156. I will try and let the Brothers know we are getting along nicely, increasing in membership slowly. Our Chief is the right man in the right place, a fluent speaker and conducts his meetings

without the use of the ritual, as does also Brother James Miller. Any worthy conductors that find themselves in their charge will be initiated in a manner second to none. Speaking of our singing, Brothers George Breese and Boyd Case are first-class. Brother Maurice Harding usually assists at the piano. In fact, our chorus consists of a number of sweet voices, of which Brother Spencer Courtright deserves special mention.

Brother W. W. Copeland, who has been recently promoted to a first-class train, is a man of more than ordinary ability. The officers, in choosing from the freight ranks, could not have made a better choice. He is courteous and obliging, fully capable for the position. Brother Peter Storch, who succeeds Brother Copeland on the freight run, is a whole-souled man and one that has the Order always at heart.

I am glad to say Brother Michael Kearns, of Erie fame, has of late been a regular attendant at the Division rooms. He is our joy on all debates; the life of a Division is a hard kicker. Michael, being of 250 avoirdupois, proves himself equal to the occasion. We have a number of Brothers who do not attend as regularly as they should; they are kept at home for some trivial matter. Brother Finlon is compelled to stay home to look after the twin boys that came his way recently. Of course, we must excuse him, but a number of the Brothers have no excuse.

AVON.

Carbondale, Pa.

Editor Railway Conductor:

I hope the members of the Order will not be so much surprised by seeing a few lines from New Year Division 311. I regret very much to say that but few of our members are able to attend our meetings, as most of them are seeking positions in another clime on account of the recent change in the management of the Plant System. But what few we have with us now in good standing are hustlers, and men who can be relied upon, and I think in another year we will have accomplished much good for this Division and the Order. The present managers of the Plant System have a high regard for the Order and its members and we are in hopes that such shall continue. While our pay is not the best, it could be worse. Our local conductors get \$85 per month and run daily, except Sunday. Through freight conductors on long divisions are paid two and one-tenth cents per mile, and on short divisions two and seven-tenths per mile. We are in hopes of getting three crews on local runs and the through freight pay to two and seven-tenths cents per mile on the entire system. We are making preparations for a road ball and

supper on the 7th of April, at the Southern Hotel, for the benefit of the Division. We are glad to say we have the ladies of our little town on our side and expect to make it a success. We expect to have a good many visitors from different points and shall try and get reduced rates for them.

In conclusion, will say we regret very much Brother Baton's death; he was a good Order man and well liked by those who knew him.

Should any Brother come this way, will be glad to have him attend our meetings, and we will extend him the right hand of brotherly love and make him enjoy himself.

RATS.

Way Cross, Ga.

Editor Railway Conductor:

Through the doings of our first Secretary and Treasurer, of whom you were duly notified in the March number of THE CONDUCTOR, we were almost distracted, but we all put our best efforts to the cause and are once more out of the wreck. We have our grand dues paid for the year and have a small sum left over. All Brothers are cordially invited to meet with us. Our attendance has been very good, and all Brothers seem to take an interest and come out, except one. No complaint can be made, for we received a very interesting letter from Grand President, Mrs. J. H. Moore, requesting us to form an L. A. to O. R. C., and that seemed to make a stir in him. That's right, George, for we are not strong enough in that line to organize, and some of us must double up before we can do anything.

Division 295 has twenty seven members, and several applications are expected by our next meeting.

By the time this gets into print, our first annual ball, on April 6th, will be held, and from present indications and expectations we will give Lorain one of the grandest balls ever held, for the boys are making all preparations for a glorious time.

Lorain, Ohio.

L. O. RAIN.

Editor Railway Conductor:

Brother H. M. Hoyt jammed his left hand while coupling an engine at White River Jct., March 14, and was obliged to lay off a week. This is the first time Brother Hoyt has been injured in his fourteen years' service on the road. We are glad it was no worse, and hope he will not meet with any more trouble.

Brother Woodbury's wife has been sick with the grip. Brother Chandler ran in Mr. Bean's place for two weeks. Mr. Bean has been sick, and also had sickness in his family. We want him in the Division, and trust he and many more

of the conductors will soon join. They are all good men.

The recent flood did a lot of damage at Penacook, and between Penacook and Concord.

Brother L. C. Flanders does not like our climate and wishes he had remained in the south. He says he is going to send Kelty a package of telegraph blanks. How is the walking between Hogback and East Andover, Brother Flanders? I think he would make a good track walker, although he wants to try farming up in Salisbury.

The formal exercises in connection with the opening of the R. R. Y. M. C. A. were held Tuesday evening, March 24, in Phenix Hall. In addition to a musical and literary program, short addresses were delivered by Mr. Lucius Tuttle, president of the B. & M. R. R., and others. A pleasant evening was passed by all present and a goodly number were present. Success and long life to the R. R. Y. M. C. A. wherever located, and may it be the means of doing much good among the railroad men of the world.

We are glad that our trainmaster and wife are getting along well, and hope sickness will not visit them again, for it seems as though they have had their share of it.

I hope the Brothers will try and come to the Division as often as possible, and by so doing we can encourage our officers and have good meetings. I am not there at every meeting, but try and come once a month. Of course, some are at work when we hold our meetings, but if we try hard I think we can come oftener.

Dick Jones has been running the gravel train at Penacook. Senneff and Talbert and David Johnson have been off sick.

We have thirty-four members, and hope to have more in the near future. The goat is getting very frisky and wants some exercise. As soon as the green grass appears, perhaps we can turn him out for a short time, but hope he will have to work hard before summer comes again.

Concord, N. H.

C. F. C.

Editor Railway Conductor:

March does not intend giving up its reputation in this section of the country for general badness. For several days, at the beginning of the month, the wind blew, great guns! and since then we have had two of the worst snow storms of the season, with from fifteen to eighteen inches of snow on the level.

March 1, Brother W. C. Mulch, of Division 147, who had been in charge of the L. & H. yard here as yard master, was given charge of trains 1 and 12, known as the "Boston Flyer," Brother Joseph Mead taking his former train.

Brother Geo. Inscho, of Division 291, was called on to pass through a severe affliction, March 4, in the death of his estimable wife, who had long been a sufferer with consumption. Brother Inscho and family have the sympathy of a large circle of friends, who deeply sympathize with them in their loss. Phenix Division No. 72, L. A. to O. R. C., sent a floral piece as a token of esteem. You no doubt will hear from Division 291 in the shape of suitable resolutions.

I enclose you newspaper clippings of a peculiar accident that happened at Silver Brook in the mountain above Mauch Chunk, Pa. [See Mentions.] If the newspaper theory is a correct one, then all railroads leaving cars standing on side tracks on grade are doing a dangerous thing.

A new schedule went into effect on the New Jersey Central R. R. March 15, and with it a number of important changes. All through passenger trains now run to Mauch Chunk from Jersey City without change of crews, where, by the old schedule, all crews changed at Phillipsburg. This changes the following Brothers' runs, leaving but one crew laying over here, where formerly four crews had their lay over here: Brother Clark runs No. 2 from here, returning on No. 19; Brother Day takes a Dunellen run; Brother Freeman lays extra at Jersey City; Brother Titus transferred to Jersey City to run No. 9 up and No. 20 back; Brother Berkheiser now runs Nos. 1 and 10, running through to Mauch Chunk; Brother Munn, Nos. 5 and 12, and Brother Staats, Nos. 7 and 16, both running through to Mauch Chunk; Brother M. Weller runs from Mauch Chunk on No. 6 and back on No. 15; Brother Kuebler on Nos. 4 and 13. The engineers on this new schedule run two days and then lay off two days; whether this same rule will apply to conductors and trainmen, have been unable to learn. It makes a run of 242 miles. Brother Sophers still holds forth on Nos. 11 and 14, while Brother Bob. Prawl pulls the rope on the car that makes all the boys happy. We anticipate his monthly visit to-morrow.

We are glad to know that the Order is growing, and especially the insurance part of it. May its shadows never grow less. With the best wishes for the Order and its interests.

Phillipsburg, N. J.

W. C. ROWLAND.

Editor Railway Conductor:

Division No. 73 is moving along nicely. In looking over our Division register at our last meeting I found that quite a goodly number of our members had registered, arriving on time. The Division was steaming good and worked both sides to the close. I now look forward with pride

and hope to a good attendance at every meeting. Brothers, try to not forget your Division meeting days; every time you attend your meetings you further the welfare of yourself, your family, your Division, and the Order. Your presence at our meetings puts new life in your officers, much spirit in Division, and shows that the efforts of your new officers to make this year one of the most prosperous we have ever had, is appreciated.

Business has been very good on the J. & F. this winter so far, but very dull on the Pennsylvania side. A number of our members were laid off the past two months, but they think business is looking up a little and that they will all soon be busy again.

It affords us much pleasure to know that Brother F. L. Dury is better, and at work again. Brother J. Green went over to Jefferson last night on important new business. Some of the boys think they know, but on account of the size and 207 pounds of Brother Green, they will not say much about it. Some of the boys asked him when he thought he would be back; he said he could not say, because he thought married people should be together most of the time. All right, Brother Green, all your friends and associates hope your new business may be attended with complete success and happiness.

Ashtabula, O.

UNCLE BOB.

Editor Railway Conductor:

St. Louis Division No. 3 is still moving along in the bonds of brotherly love. Our meetings are well attended by our own members, and of late, we have been visited by the following Brothers from different Divisions: E. L. Burrell, Division 79; J. T. Williams, 339; S. L. Wainwright, 251; W. H. Bartlett, 44; A. W. Williams, 55; W. Klipstein, 183; D. C. Branham, 76; W. M. Wheeler, 49. We were pleased to have them with us. Come again, Brothers, and bring all worthy Brothers you happen to meet, along next time. We would like to see several of our Brothers who happen to be in town and don't come. We are afraid they are staying away so long we will have to initiate them over again to be sure they belong to the Order. We expect a union meeting to take place in the near future and hope to see it well attended, for the time is at hand when one and all must stand shoulder to shoulder in the good work.

While we are doing all the good we can for the living, we must not forget to pay tribute to the departed, whose smiling faces we miss so sadly. Brother J. P. Murray, formerly a conductor on the Frisco, out of St. Louis, was killed in the dis-

charge of his duty in Texas, January 28, 1896. Brother C. J. Kick, at one time on the I. M. & S., died of typhoid pneumonia February 16, also in Texas, and Brother Ed. Howard, was killed March 6, 1896, formerly with the Terminal, St. Louis, but of late with the M. K. & E., at New Franklin Jc. They were all good and tried men, and were never found wanting. Brothers Murray and Kick were not so well known as Brother Howard. Ed knew everybody and he always had his hand stretched out for a shake.

St. Louis Division wishes to extend the thanks of its members to the various Brothers and Divisions who kindly did all in their power to help look after our Brothers during their sickness and trouble and lastly placed them in their coffins and brought their remains to us. It was a sad duty, but well done. We thank you again, and hope you will not be called on soon again to perform so sad a rite.

C. W. HOWARD.

St. Louis, Mo.

Editor Railway Conductor:

We had a very good attendance at our meeting on March 15, R. H. Crocket and McGarvey becoming members in the usual way. They both expressed themselves as being well pleased. We adopted the fine system recently. Any Brother who could attend Division, and fails, shall be fined fifty cents. Our boys are a liberal set of fellows, and easy to manage. Any rule of the Order is cheerfully obeyed without any questions being asked—even demands made for money. We have only one kick coming, and that is non-attendance.

The run on the C. V. division is very dull, and on the Poca division they make only twenty-four hours per day. Brother Croy failed to attend one meeting since he has been a member, and our Chief gave him "Hail Columbia," and don't you forget it. We who attend two or three times a year get off more easily.

Brother Wilkins paid us a visit recently, and his visit was much enjoyed. Brothers Barnes and Dunkin were appointed a committee recently to see the conductors' wives and get them interested in the work of organizing an Auxiliary here.

A great revival is in progress in our town, and not a few railroad men are becoming christians. Let the good work go on.

Bluefield, W. Va.

BONUS HOMO.

Editor Railway Conductor:

Emporia Division 330, though seldom heard from, is alive and doing nicely. Our meetings are well attended, and the complaint that some of the divisions have about non-attendance is not

ours. Every member that is in meeting days may be found in the Division room, unless the unavoidable happens. "Long Jim," our C. C., is the right man in the right place, and a good, hard worker for the Order.

We gave our first annual ball February 18. She was a "Cracker Jack," and no mistake. One hundred and twenty-five couples took part in the grand march, led by our Past Chief, Frank Hannum, and lady. Financially and socially the ball was a grand success. Visiting Brother Frank A. Murphy handled the Newton delegation, and the ladies all say Frank did the right thing, and would have done better, but he was short on pie at Strong City.

MEMBER 330.

Emporia, Kan.

Editor Railway Conductor:

The cabin car of a freight train, after fifteen hours of hard labor on trains 79 and 80, is not the place or time to inspire the most advanced thought, but I must not think of my personal feelings, fix up an improvised bed in the corner of the cabin, but must let our Brothers know that Division 170 is moving along in a healthy manner, with good prospects for increasing its membership.

Being what may be termed a stranger in this Division, having been transferred a few months ago, I find the same failing, or short coming of numbers of the members, as appears to exist in every locality, and that is non-attendance at the regular meetings. The secretary informs me that there are ninety-six members in good standing, but the same twenty faces are to be seen at every meeting. Where are the other seventy-six, and why do they not put in an appearance at some time to encourage the officers in the performance of their duties? If they expect the best results from their organization, they should take interest enough in the local Division to attend the meetings and propose what they think is best for its welfare, and not complain if the business transacted is not to their liking or way of thinking. Why some Brothers, who at one time were active members, have allowed themselves to become derelict in their duty in failing to attend the meetings of the Order, is something that cannot be readily understood. I sincerely trust that the members of this Division will, each and every one, put in an appearance before the summer season begins, and keep in touch with the Order.

I have perused the columns of THE CONDUCTOR for some time, expecting to find a few lines from some of the Brothers who were delegates to the last meeting of the Grand Division. What has become of Brothers W. D. Davis, Fahey, Baker,

and numbers of others who expounded advanced ideas at that time, why do they not present some thought for the consideration of the entire membership, so that by the time the Grand Division assembles it will be thoroughly discussed and the delegates will be thoroughly informed as to what new propositions will be made? Let us hear from Brother White, or I will raise a "point of order" on his silence. Where is Brother Finley, formerly of Division 160, whose letters were always read with interest, it is time for you to be heard from? And how about Brothers Langley, Decker, Voorhis and Welsh, of Division 54, who were my associates at Atlanta, all with bright ideas, which I trust they will advance for the benefit of our Order through the columns of THE RAILWAY CONDUCTOR.

The most inconsistent action I have heard of for some time, is an Irishman selling yellow card tickets for a sauer kraut supper on St. Patrick's Day up on an Irish street, and extra charge for ice cream and cake. The fact is, that Brother Connell, returning from Harrisburg, had a number of tickets of the above description for sale for the benefit of the L. A. to O. R. C. to be held on Riley street. Brother Brennan acted as agent for the sale of the tickets, and as no person in the vicinity appears to know where Riley street is located, Brother Brennan has resold the same tickets several times. This is a fact, although he would prefer that the Auxiliary be kept in ignorance of it, but his crew believes that with the proceeds he should furnish at least one paper of tobacco, which rule he tries to forget, when his turn comes.

Division 170 is considering the advisability of appointing a guardian for Brother Larne, on account of his timidity. He says he is not afraid of anything, nevertheless, when his family is absent, under no circumstances would he stay alone in the house, but get permission from Brother Connell for his son to act as his protector. It's all right, Brother, I caught you that time.

Camden, N. J.

DENNIS.

Editor Railway Conductor:

Monon Division is now one of the banner Divisions, still we are progressing. We have added six new members this year; made five or six reinstatements, and eight or ten are seeking petitions. We hope to add twenty-five members, at least, during '96, and if we do will have all our roads about solid.

Brother "Pap" Asher is back at work after quite a siege of pneumonia. "Pap" is our oldest conductor now, and we miss him very much when he is not at his post.

The boys on the L. & N. have been attending school for the past few weeks, undergoing the new examination; conductors and engineers answering one hundred and ninety questions; flagmen, brakemen and firemen coming in for their share. All questions answered in writing without the aid of "book of rules." I would like our readers to hear some of the answers, which were very amusing, "but I can't tell tales out of school." We have had two able teachers in Trainmaster A. G. Frazier and Chief Dispatcher R. C. Morrison.

Monon Division extends to Brother George Burns and wife deep sympathy in the death of Mrs. Burns' father, Mr. James Doyle, who has been cared for very tenderly by them since the death of his estimable wife, a few years ago. He never seemed to recover from the loss of his companion, but gladly welcomed the summons to meet her.

Robert Adkins, the only son of Brother Henry Adkins, who was killed two years ago on Fourteenth street connection, met with a serious accident on the same road, two weeks ago. He fell from a C. O. & S. W. train, and his right leg was broken and very badly mashed. It was feared for several days it would be necessary to amputate the limb, but under skilled treatment he is improving rapidly.

White Stanton Division 139 has honored Monon, 89, by placing one of our old members at its head as Chief Conductor. We congratulate 139 in having such good timber in it as Brother T. S. Dooley.

Brother Thos. Hanlon is back on his regular run, after a visit to Washington, D. C., to see general officers of the So. railway system, he proving the charges against him false.

Brother Wm. E. Mullinix is holding Lawrenceburg and Burgin run down, and is getting stouter and more popular every day.

Our Senior Conductor, Brother Till, has the Commuter's run, and when he is not on the road he is entertaining his eight months' old "baby boy."

On the Louisville Southern Brothers Finnegan and Clifford have the local runs; McKenney, Davis and Foley on the through freight. Brother Robbins, of 347, is braking, but will be carrying the bills next vacancy.

But for the faithful few 133 would be compelled to suspend. Come, Brothers, give Brothers Willett and Lewis encouragement by being on hand every time you can. Though they be ever so faithful and work ever so hard, they alone cannot make your Division a success without your help.

Brother Till, our Senior Conductor, celebrated his eighth birthday February 29, and will not see

another one until 1904. We boast of this monstrosity in 89, but he says he is neither a curiosity nor a monstrosity.

We would like to see the wives of our Brothers organize an Auxiliary in Louisville. We are sure we have plenty of good material, and a little encouragement from Sister Moore and the Brothers, and we could boast as active an Auxiliary as could be found anywhere.

OUT O. SIGHT.

Louisville, Ky.

Editor Railway Conductor:

Permit me to open my career as your correspondent by giving brief mention of the officers we have selected for the coming year. Brother C. D. Taylor, who is our Chief Conductor, is known as a genial knight of the punch, having served for the past four years on the B. & M., between Wymore, Neb., and St. Joe, Mo. He is now chief clerk in the trainmaster's office, by special request of that officer, and the same week this change was made he was elected to the position of Chief Conductor of 246. Brother Pennington is our Secretary and Treasurer, and if all Divisions of the Order have elected as good a set of officers as is made by these two and the members of their staff, they will have something to be proud of.

We took in one new member at our last meeting, and have two or three more in sight. Quality, and not quantity, is our especial aim in this matter, and we hope that all other Divisions will do likewise.

The ladies have organized an Auxiliary to the O. R. C. here. I am not on to their ways of working in Division room as yet, but from what I can learn from my wife's talk in her sleep, they are doing very nicely. They gave a supper for our last ball, and made enough money to fatten their goat for some new members they have in sight.

CORRESPONDENT 246.

Wymore, Neb.

Editor Railway Conductor:

I want to correct an error I made in saying there are only two conductors on our passenger trains who do not belong to our Order. I find there are five, but we are getting them in fast and I venture to say, it will not be long before we have them all.

Now, I want to say something in regard to our insurance, that we ought to make every one in the Order carry at least \$1,000, as it is a good plan and it may come in handy some day; more than a dollar a month would amount to now. I say, boys, get in; you can't tell what day you may get your checks cashed or lose an arm or be disabled

so you cannot act as conductor. Think how nice it would be to know you had left something for your wife and little ones.

In my last I mentioned about Brother Sailor going to Colorado for his health. I find he is in Aspen; will some Brother who is there call on him? He is good people.

In my last I forgot to mention two of our boys who have been appointed station masters, Brothers O'Brien and Montgomery, both well known and liked by all.

We have had a good bit of sickness on the road this winter. Among those who have been laid up are Brothers Miller, Shuler, Forbes, Barr, Reigh, Butler and Good, but they have all got back and are using the punch as of yore.

Will some Brother inform us of the plan of that home for old railroaders in Chicago—what we want is full particulars as to how it is conducted.

I am very sorry to announce the death of our Secretary, Brother Geo. Vance's mother. He has the heartfelt sympathy of the Brothers of Division 114. Also am very sorry to announce the death of Charles Good, a brother of Brother Geo. Good.

The Pennsylvania Railway is equipping the Turtle Creek branch as an electric road. The Westinghouse system is to take the place of the iron horse. It is only a matter of time until all the road is equipped this way.

Brother Geo. Hayes and Brother Beirer are holding down the S. W. branch. Brothers Abrams, Hare, Welty and Knepper on the other branch of the Southwest. If any of the boys come this way on meeting Sunday, they want to come loaded, as Brother Chislett, the outside officer, is an efficient one and a hard one to get by. Brother Sam Miller has returned to duty again with the same old childlike and bland smile.

We boys here are all talking of going to California to the convention. I hope it is not all talk, but 114, I am sure, will be well represented.

Capt. Jack Pitcairn has returned to the council in this city. Jack is a hard man to beat; if you don't believe me, ask the other fellow.

Boys, Brother Geo. Good wants me to inform all the Brothers that come this way that he has a couple of very fast flyers and that he will give you all a fast ride. George is a great lover of his horses.

Brother Ody, of the P. V. & C, is able to be on deck again, as is also Brother Cook, of the same road. Brother Linhart met with a painful but not serious accident yesterday; he sprained his ankle.

This was our meeting Sunday, and we only had a fair number in attendance, but what we lacked in numbers we made up in enthusiasm. Today the resignation of our most worthy Chief was read, but not accepted, nor would the boys hear to it. Brother Walters' wife has been ill for some time, and as he only has one day off in a week he thought he would have to stay at home with his wife, and he knows he could not attend as he wants to. Brother John is a hard and conscientious worker, and there was no one in Division 114 who attended meetings like him—always there and preaching to the boys to attend more regular. Well, we made up our minds to grant Brother Chief leave of absence, with all the *honors* that Division 114 could give him, and a committee was appointed to call on Brother Walters and extend to him the sympathy of Division No. 114, and the wish that he will soon be able to attend as of yore. Brother Walters has been our Chief for years, and the boys know that they could not fill that position without him. His first and only thought was of our Order. He has his road organized from end to end, and considering the work that Brother Walters has been doing, I venture to say, there has not been his equal in any Division of the O. R. C. It would be a very hard loss to Division 114 if Brother Walters would leave our noble Order, but we all hope it will only be a short time until he will be with us again.

I noticed several strangers in Division room today—Brothers Miller, Gray, Pierce and Shannon. Come often, Brothers, as we love to see strange faces in the room. How is it that the same old faces are seen in Division every meeting? Now, boys, this don't look right; nor is it.

Brother Rught has been very sick, but is coming around all O. K.

CHUMPY.

Pittsburg, Pa.

Editor Railway Conductor:

On December 8, 1895, we had the pleasure of having Brother Wilkins, A. G. C. C., with us. He gave us a very nice lecture, and I assure you it did the boys lots of good. Come again, Brother.

Although we are not blessed with many members, those we have are workers, and I must say it makes us tired to hear some members of other Divisions grumbling about the expense. Put your shoulder to the wheel and whoop her up and get something in your treasury. When we moved our Division from Springfield, six months ago, we were in debt to the tune of one hundred and twenty dollars. We have paid every dollar we owed, and have a little bank account of one hundred and fifteen dollars, and have only made one assessment of one dollar. How is that for twenty-

three members? We expect to add to that by the first of June, two hundred more.

In January we gave a masquerade ball. You ought to have been there. It would have done you good to hear our delicate Assistant Chief—who, by the way, is a member of the Red Men. Why, his war whoop would make a Commanche chief look sick. Then there was our worthy Secretary and Treasurer. You ought to have seen him trip the light fantastic. His little surplus of a couple of hundred made no difference to him. He was as light as a fairy.

You shall all have an invite to our next. Well, we managed to clear a little \$90 on our first dance. Keep at it, Brothers, there is always a way to get a little for your treasury, if you only work together.

Come and see us when you pass our way. You will be welcomed.

CAPT.

Sandusky, Ohio.

Editor Railway Conductor:

The Home for Aged and Disabled Railway Employes, acknowledges receipt of the following cash donations during the month of March, 1896:

O. R. C. DIVISIONS.

4	\$ 12.00	201	\$ 5.00
18	1.10	210	12.00
39	13.00	216	12.00
44	5.00	249	6.00
49	12.00	252	12.00
97	12.00	256	12.00
106	12.00	280	5.00
151	1.00	294	12.00
168	12.00	329	2.00
169	2.00	338	12.00
173	12.00	244	12.00
186	12.00		
Total			\$208.10

B. R. T. Lodges	205	87
B. L. E. Divisions	155	00
B. L. F. Lodges	102	00
G. I. A., B. L. E. Divisions	16	75
Personals	26	00
No. 43, L. A. to B. R. T.	2	00
No. 39, L. A. to O. R. C.	6	00
L. A. to B. L. F.	5	00
C. M. Barker	12	00

Total receipts.....\$738.72

F. M. INGALLS,
Secretary.

Highland Park, Ill.

Editor Railway Conductor:

Simply because we have not been heard from for some time, the Brothers need not conclude that we are no longer in the land of the living. On the contrary, we are prospering and have faith that the future has yet better things in store for us. We have an Auxiliary to our Division, the members of which would not let us die if we so

desired. At a recent meeting of their Division, a committee consisting of Brothers Wise, Murphey and Earley called upon them to extend the greetings of Div. 110. Brother Murphey acted as spokesman and made a brief address to the assembled ladies, expressing our appreciation of their unselfish efforts to assist us, both socially and morally. In closing, he presented them with a receipt for the deferred payment on the piano they had purchased for use in the hall, as a practical token of that appreciation. This was a voluntary contribution on the part of the members of Logan Division and was intended to convey some slight measure of the esteem in which they held Bridge City Division.

Div. 110.

Logansport, Ind.

Editor Railway Conductor:

We have been so busy on the Wisconsin Central for the past two months, I really have not had time to write anything for THE CONDUCTOR. I intended to write once every two months, when appointed correspondent.

The chain gang crews made on an average of 4,500 miles in the month of February, and a little more in the month of March. In the meantime, Brother George Faulk lost his left hand at the wrist, while coupling cars. Brother John Kent is laying off with a jammed finger. Brother Thos Cahill had a finger bruised and broken. Brother Ira Yantis and wife have been at Davenport, Iowa, the past two weeks.

Stevens Point Division 211, O. R. C., gave an Easter ball on the evening of the 6th. Madonna Division No. 33, L. A. to O. R. C., at Baraboo, gave a ball the same evening, while Rock Division No. 65, L. A. to O. R. C., at Waukesha, give their Easter ball on April 13, for which we have invitations.

C. E. H.

Waukesha, Wis.

Editor Railway Conductor:

Ashton Division is in good shape, although we have not taken in many members during the past year, largely because so few men have been promoted since the panic. There are still a few old conductors here who have never joined the Order, I do not know for what reason, but we hope to have them in before long. Some people are slower about helping others than they are about helping themselves, but they are just the sort to accept everything the Order can get for them.

Our officers are the same we had last year, except Brother T. J. Fisher, who is our local chairman in place of Brother A. M. Baldwin, the latter having been elected chairman of our general committee. They are both O. K. I believe

they would find the many grievances they have to handle for the Brothers easier with Christ to help and advise them.

We have one of the best roads in the country to work for, and J. M. Gill, our superintendent, is a fair and just man whom we all like. I have no news, and to write the names of the old standbys would, I fear, make them vain. Some others should go on the list as regulars, but many have not been here the allotted time to register. We intend to move our Division to Russell before very long, as that is the terminal for through freights on the Huntington and Cincinnati divisions, and a majority of our members will then have a better opportunity to attend. May THE CONDUCTOR, which we all read with pleasure, have every success.

W. T. CRAWFORD.

Huntington, W. Va.

Editor Railway Conductor:

I am very proud to state that everything is progressing in Division 18, and that we have a full attendance every meeting night. That is right, boys, attend every meeting of your Division that you possibly can. The more interest you take in the Order, the more you will want to take, and I assure you the Division will do everything in its power to reciprocate the feeling. We have just completed a vote of the boys on the question of system federation. The affirmatives have a large majority.

I am very happy to state that Brother Smith adjusted his grievance with the company and was reinstated with full pay for all time lost. Mr. Smettem, our former trainmaster, will lose the position of passenger conductor which he fell heir to when his office was abolished and Brother Smith was discharged.

Our boys are debating in their own minds which is the better rule, seniority or favoritism. The company works seniority when it suits them, and the same way with the favorites. We were all very sorry to see Mr. Smettem lose his situation, and were glad to welcome him into the ranks of the conductors, but as long as there are men just as competent and capable of promotion, who have worked here five or six years on a freight run, I say they should have the preference. It is not a question of seniority, but one of justice, and it is one of the company's printed rules, that they will promote men from the ranks that are competent to hold the promotion. I do not want any of my readers to think that I am a seniority howler, far from it, but where all things are equal, I claim the old men ought to have the promotion over a brand new recruit in the train service, simply because

he happened to be an official and had the misfortune to have his office abolished.

Brother Hansen, of Division 53, is convalescing very rapidly and I hope to see him out of the hospital before long. He is very thankful to the Order for the promptness with which they paid his claim. Brothers, be sure and pay strict attention to your insurance, we do not know when we will need it and cannot afford to run any risks.

Well, will close, hoping all Brothers will take more interest in the Order, and that our Division meetings will still continue to be as well attended in the future.

X. Y. Z.

Temple, Texas.

Editor Railway Conductor:

As I am led to believe that my letters meet with the approval of the members of Division 157, like the man who sat down on the hot stove, I rise again.

A regular meeting of this Division was held on Sunday, March 22, with a large attendance. It must be very gratifying to the officers to have so many of the members put in an appearance, since it must show them that their work is appreciated, though, perhaps, the drawing card may be their good looks. I must admit that they are handsome, especially our Outside Sentinel, Brother Warren Page. (I get paid for this).

Mrs. Allen, of the W. C. T. Union, gave us, before the opening of the meeting, a short address on temperance. She was attentively listened to by the members of 157 and the Sisters of Mascot Division. As I know personally that the Brothers have all sworn off, I think the lecture must have been intended for the Sisters.

We initiated two candidates and have five more to follow. Your correspondent has had some experience in train service, but I must confess, the handling of that train, with Brother Copp as engineer and Brother Mulchay as conductor, was a revelation in train work to me. Through the carelessness of someone there were no brakes on the train, and when Brother Copp cut loose, Brother Mulchay could not control them. Brother Cleveland—horror stricken, but with rare presence of mind in one so young,—took off his celluloid cuffs, and at the risk of losing his chewing gum threw the switch to the side track, thereby averting a terrible disaster. As the cars struck a butting post at the end of the track, Brother Mulchay was told to "jump for his life," which he promptly did, thus avoiding an awful fate. Anxious faces gathered around him—his socks, his collar button, and other wearing apparel were restored to him,—and, strange to say, the

Brother had escaped from that thrilling ride without serious injury. All of this can be proved by Brother Sam Lunt, who was so excited that his cane walked home and left him. 'Brother Silsbee said that it was an alligator cane and had gone for a drink, which I have since learned to be true, as Brother Lunt found it at the frog pond in the common.

Brother Henry Burnham met with a peculiar experience the other evening, while attending a society dinner at South Braintree. Among the many good things provided, was roast beef, of which Brother Burnham is very fond. While eating, however, he lost sight of the fact that the aisles in the New Haven cars are very narrow, and in attempting to go through his train after tickets he found himself blocked. He was extricated by the baggage master, and I am told he resumed his run later in the evening, when his stomach had decreased to its normal size.

This Division is considering the matter of arranging for the Convention at Los Angeles, Cal., in 1897. I hope some action will be taken, for although it is a long way off, time is flying, and Brothers, we may never have such an opportunity again. I, for one, should like to go, and my good wife has begun to earn money for the occasion by digging dandelions. She is anxious for me to go, but I do not want to go alone. For I would be sure to hear someone say, "What do you call that?" And someone else would reply, "That Shadow? Why, that is one of those 'bean-eaters' from Boston." But if I could get Brother C. I. Jones, of the B. & M., to accompany me, I believe we could easily prove to those good people in the Land of Sunshine that a bean diet produces brawn and muscle, as well as other things.

Brother Cal. Brown, who has been ill for the past month, is still down in Maine attended by his faithful wife, Sister Brown. And we know that if good nursing can restore him to health, he will soon be with us again. That, at least, is our earnest hope.

A relative, who died the other day, left our worthy Brother, Senator George A. Reed, the tidy sum of \$25,000. The Brothers are all glad that the Honorable George was so well remembered.

Brother Dave Brackett has been absent from duty quite often lately, and it is rumored that he is implicated in a real estate deal which promises large returns. I also understand that he contemplates lecturing on the subject, "Church and Theatre." Success to you, Brother Brackett.

I certainly agree with "Jack Rabbit," in his February letter, to the effect that there is a large field yet uncultivated by the members, and that there

is a chance for advancement beyond the position of conductor. For instance, take H. J. Gallup—who died March 11. He entered the service of the B. & A. R. R. many years ago as brakeman; was promoted successively, to baggage master, conductor, station agent, general freight agent and general superintendent. A thorough railroad man, beloved by the employes and respected by all.

The heavy hand of sorrow is laid upon Brother Fletcher Sanborn, of this Division, by the loss of his beloved wife. Apparently in the best of health, Mrs. Sanborn left home at noon to do some shopping. The bursting of a blood vessel brought on complications which resulted fatally in a few short hours. A faithful wife, a christian mother, she was not only beloved by her home circle but was endeared to all who knew her, and the sympathy of the entire Order will be extended to our Brother in his bereavement.

We have quite a number of Brothers on the sick list, but your correspondent has not had time to find out how they are getting along so as to report. He will try to do better in the future. I will say, however, that Brother Flanders, of the Plymouth division of the N. Y., N. H. & H., reports that his little dog is much better since he gave him those Lydia Pinkham pills. Wishing all success.

G. E. S.

Boston, Mass.

Editor Railway Conductor:

The March number of THE CONDUCTOR made its appearance in a new spring suit of dark "yaller" or light green hue, and whether it denoted the approach of spring or that the editor had been dabbling in paint on St. Patrick's day and got the colors mixed, was a matter of some speculation among our members. But it looked neat in its new cloak, and its pages contained good reading galore, in the way of editorials, communications, and choice selections, and we notice a decided improvement with each issue. From a personal letter from Brother E. E. Clark, of recent date, I learn that the fraternity have taken renewed interest and are more freely discussing their ideas through its columns. I quote the following from Brother C.'s letter: "In January and in February we were obliged to run thirty-two extra pages, and, I think, will have to run an extra sixteen in March, in order to clear up the correspondence we have on hand." Good! We would like to see THE CONDUCTOR the leading railway publication of the world. Why can't we make it so, and promote the growth of our Order by so doing?

Division 44 is not in the rear by any means, as anyone visiting our Division will discover at a

glance. Our Local Funeral Benefit Fund plan, which I should have mentioned in a former letter, has been revised, and we think it a good thing and worthy of adoption by all Divisions.

Our disabled Brothers are, we believe, doing very well, except Brother Burrows, and although we saw him and Brother Kissick shake hands with each other with their lame arms last meeting, Brother B. fears he will have to go through a severe surgical operation, as his arm does not "knit" as it should. Brother McKinney, of the South Park road, has been suffering from an injury caused by coming in contact with a rock which did not clear the side of the little "Brownie" he was on. Brother Charley Morse is laying off on account of rheumatism. Brother Harry Pratt runs his "Little Red Caboose" behind the Georgetown freight. Brother Webster had an attack of heart failure, but is now around again.

Brother "Jimmy" Greirer, the efficient general yardmaster at Union Depot, was taken ill on the 30th with something like la grippe or pneumonia. He was relieved by his brother, Roy, who was succeeded by Mr. Burt Leas. It is hoped Jimmy's illness will be of short duration, as he is a great favorite.

Brother Lou Coates, of Division 36, a passenger conductor on the Santa Fe out of Denver, died in our city, on the 11th inst., with kidney disease. Of Brother C. we knew but little, but understand he was very popular among his co-workers.

We have not said anything about the ladies of Division 23 because we did not know what they were doing, as they have been "in the shade" for some time, but we learn by an invitation from their worthy Secretary, Mrs. Gilmore, that their Division will give a ball on the 16th of April, and on that occasion will have a voting contest, for two of their members to run as the most popular of their Division, and they desire two of our members to run as the most popular of our Division. They have appointed Mrs. Ed Ellis and Mrs. Johnnie Clark. We will probably pick our candidates next meeting, but, of course, we will not be "in it." If it was for beauty, or something like that, we would try for the candidacy. A good time is anticipated, and if we can prevail on Mrs. Hot T. to iron the wrinkles out of our misfit trousers, those who read THE CONDUCTOR will hear of our being there, no doubt.

We regret to learn that Brother Gorden's wife has been very ill. We hope to hear of her recovery at an early date.

The month of March has been a very disagreeable one, with but very little pleasant weather.

Our city was painted white on St. Patrick's day, instead of green, accompanied by wind, and with the first Raymond excursion came the heaviest snow of the season, and it is still snowing, March 31st.

Changes of passenger conductors on the Gulf system have been in order since we spoke of it in a former issue, but the latest is Brother John Clark, from the Julesburg, runs the Pike's Peak and Pueblo express; Brother Atkinson, from same run, to Collins to Denver and return; Brothers "Jakey" Meyers and Van Nest take the Julesburg runs; Brothers Corwin, McGaffey and Greiner, the Trinidad runs; Brother Billy Edwards, "Around the Horn."

The U. P. have also made some changes in their passenger conductors on the D. P., and instead of assigning two crews to the Cheyenne runs and one crew to Boulder, they run three men on the three runs, turn about. Brothers W. W. Hinkley, Ogden and Cahill have the runs.

Brothers A. D. Field, from 102, and H. G. Vavasour, of 69, were welcome visitors at our meeting March 1. We also had the pleasure of shaking hands, for the first time, with Brother Charles E. Ragon, of Division 100, who has about decided to make Denver his home. We want you on "our list," Brother R.

Mr. R. L. Hearon, who for many years was clerk for the Union Pacific in the superintendent's office at Denver, and who still retained his position with the Gulf when the transfer was made, has been promoted to chief clerk under Mr. Dunaway, general superintendent, at Denver. He is a quiet, unassuming young man and popular with all, and we hope and trust he will fill his responsible position satisfactorily.

Our energetic depot superintendent, P. Touhy, made the purchase of one hundred feet of lawn hose, March 26, in order to make the beautiful depot lawn bloom with the "flowers in the spring," and on the 27th, some one borrowed it from the tool house, via the pinch bar route, and if they will return it as soon after the snow leaves as practicable, no questions will be asked.

Winter has just begun on the mountain roads of our state, and the boys are doing agricultural service, or, in other words, plowing snow, in earnest.

HOT TAMALES

Denver, Colo.

Editor Railway Conductor:

Here I am, a little behind my schedule, and the reason is I came in without a pilot. The Brothers are becoming more punctual in attending meetings, and every Brother who possibly can should avail himself of that opportunity. A

good attendance puts more spirit and life into the Division, and there is no one more capable of attending to our business and interests than we are. Our treasury is in the best condition it has known for years. Our Secretary and Treasurer has proved himself a jewel, to No. 204, as a money saver, and devotes much of his time to the advancement and best interests of the Order.

Brother Tideman is still looking for hot hubs on the B. & O. Brother Happersett threw a short rail switch on two new Brothers at our last meeting. Brother Robertson thinks Brother Frank Bender is all right in his little call-downs. Brother Sweatman is hunting sand snipes over in the Jersey yard; and I am told that Brother Coulder has a little railroad of his own, on a wharf, somewhere east of the Ohio river. Brother Lyons is night yardmaster at Danville, Va., down among the snake hunters. Bob Tideman says he heard him making up a train one night, and when he heard him say "Jar back, till I make a hitch," he thought he was a "down hum," sure.

Brothers from the land of "sunshine and flowers," or rather, Division 115, look out for Brother Ashbridge when he comes in on the "Sunset Limited," and give him a bath in the Pacific and a ride through Golden Gate park, as you will find Brother Ashbridge good company.

Our Senior Conductor started out with a red flag to stop Brother Mahahon, who was running regardless to an order, but Brother Matthews, of Division 162, set them both straight. Brother Hemperly is still on the P. and E. division. Brother Kerber is still giving high ball signals in the P. R. R. yard, and dear old Brother Gray is running his old train, as usual. Brother Bradley has been very unfortunate and the sympathy of the entire Division goes out to him. Brother Lew Bender don't have much to say, but when Lew gets up, look out for him, boys. What has become of Brothers Faddis and Wallace? Brother Berry is still on the B. & O., and our good looking passenger conductor, Chas. Adonis Sloane, can be found on the P. R. R. Brother Pierce is still running Blue Line on the B. & O., and Brother Stier is also shaking them up on the P. R. R. I am informed by Brother McAuley, of Division 162, that our Chief Conductor Foulon was obliged to run around an obstruction the other night, but hearing an owl on a nearby tree, was afraid to go ahead and open the switch, and had to send the fireman. Brother Fern McVeigh is assistant trainmaster on the Florida & East Coast Line division, and would be glad to hear from any of 204 Brothers. Brother C. White is on the Delaware Extension of the P. R. R., and gets to meeting very regularly, and we are glad to see Brother

Billy White around at Division meetings again.
Philadelphia, Pa. W. C. S.

Editor Railway Conductor:

Having read "Chumpy's" communication from Pittsburgh in THE CONDUCTOR of February, I notice he did not give the name or number of his Division. I can tell by those familiar names that he means *our* Division, R. B. Hawkins, No. 114. He has briefly told you about the passenger conductors and it is evident he is a knight of the punch and that he does not have a hip pocket that will hold a mail pouch full of local waybills.

This is where I think we freight conductors have one good kick coming. When we hire as freight brakeman we may expect, some day, to be promoted to freight conductor, but when we get promoted to freight conductor, right there our promotions stop. The P. R. R. does not promote freight conductors to passenger conductors and very seldom promotes them to yardmasters. Passenger conductors are promoted from passenger brakemen. So, you see, we old waybill lug-gers do not or cannot expect anything more than we have.

In our freight department there are a few who are not O. R. C. men, but ought to be, if not for their own good, for their families. On our through crews between Wall and Altoona, among our Brothers who handle the high class meat and fast stock trains and an occasional slow train are Brothers Adams, Behe, Early, Gale, George, Linglebaugh, Pringle and Singiser. Brothers Gray and Brisbin follow the famous Hungarian special with coke trains, while Brothers Norton and Conrad hustle the two transfer crews at Wall so that Brother Taylor may be able to reach Conway on time.

If any crews happen to wreck while enroute, there is Brother Smith with the wreck crew at Wall and Brother Shannon with the wreck crew at Pittsburgh. These two Brothers will be able to get you out if found buried in the wreck.

I would be pleased to hear from some of our other members through THE CONDUCTOR. Would like to hear from the P. V. & C. Our Division is large in membership, these Brothers' names here represent about one-tenth of our total membership.

I wish some good Brother would make a move and get the ladies, I mean our good wives, interested in the L. A. to O. R. C. We have O. R. C. Divisions all around us within a radius of fifty miles of Pittsburgh, but the most convenient L. A. to O. R. C. to these Divisions is at Altoona, 117 miles from Pittsburgh. Now, I think with the membership of all these Divisions we ought

to be able to organize at least three Auxiliaries out of the five Divisions. Come, boys, let us get together and be more friendly and get better acquainted. I would like to hear from some of our members and members of these other Divisions on this matter. Come, boys, let us hear from you through THE CONDUCTOR.

Pittsburgh, Pa. CHUMPY'S BROTHER.

Editor Railway Conductor:

I am not much of a writer, myself, but can make out an accident report in fine style. Our worthy contemporary, "Link and Pin" Tom Conway, has the making in him of a very brilliant and dashing writer, but, as his appetite is more for "Cars and Snakes," you can hardly blame him for wanting to change his diet.

We have as fine a body of officers as can be found and they are all hard workers for the Order. Especially our Chief, Frank Vincent, and our Secretary, George Hitchcock. I was going to say a word in praise of our Assistant Chief, W. H. Schrock, but I think the ladies give him his share. You can hardly blame them—the ladies—as Brother Schrock is the finest looking member of 341.

We were disturbed at our last meeting by a knock on our portals, and we found a caller, Mr. C. E. Lothridge, who was desirous of getting acquainted with us. We did not do a thing but nose onto him and put him into clear, and he made the run in good shape, with the assistance of our S. C., J. G. Close, who is a very small man with lots of "nerve and feet." We had to handle Mr. C. E. Lothridge very carefully, as he is a delicate subject.

We are thinking of forming a quartet of Brothers Schrock, Close, Eagan and Vaughn, who have great vocabulary powers. They will be open for engagements at all times, and can be hired cheap.

We have about thirty members now, but expect more as soon as business picks up a little. A few of our members attended a dinner given by Millard Division, No. 104, on February 2, and report a very enjoyable time, which we hope to return in the near future. Brother Hoke ate so much that he left his overcoat in Middletown.

With best wishes for the O. R. C. and its members, I will pull into clear. SLIVERS,
Norwich, N. Y.

Editor Railway Conductor:

We of the Southern, that used to be the E. T. V. & G., have had good work this winter, but it is falling off now, already cutting off some crews. This, the fourth division, formerly known as the E. T. division, has the same officials, except that

we have a new trainmaster, Mr. B. O. Payne, for several years Supt. Huger's chief clerk. He is making us a good man—and you can't fool him. You never know where to put your finger on him, a real "hustler."

Our Division is all right, we have for our C. C. Thos. S. Dooley. Our efficient Secretary and Treasurer succeeded himself, and while old Stanton has two men like these conducting her business, she will live and prosper and be a power for good.

One of our oldest men, Brother H. G. Neal, who has been in bad health for several years, is not expected to live long. A good man, well liked by all.

On our through vestibules, running between Bristol and Chattanooga, we have Brothers Toms and Tittsworth. Brother Toms is a veteran in the service, having been here about thirty years. He has a nice home in Knoxville. Henry Tittsworth, a bachelor, has been known as Captain for fifteen years. Nothing the matter with his looks or make up, and why he don't get married you will have to ask someone else.

On the night mixed trains between Knoxville and Bristol we have John Moore and R. B. Ragsdale. Brother Moore is another old timer, thirty years of service will not excuse him, but he still retains all the vigor and vim of young manhood—a terror to bums, and can smell a hot box farther and grease it better than any man on the train. Brother R. B. Ragsdale, John Moore's running mate, has been giving the go-ahead signal for ten years, takes things easy, looks closely after business, puts in full time and seems contented. At another time I will give you some other names of men that are employed on the fourth.

Our annual picnic, in May, is being talked up. A good thing and will be pushed. "139."
Knoxville, Tenn.

Editor Railway Conductor:

One cannot help feeling very sorry for Brother W. E. Hendershot when reading the thrilling account given by him, in the March CONDUCTOR, of the trials and tribulations under which he is daily compelled to work. It is true that at the present time passenger coaches are very poorly equipped with heating apparatus, while the coal cars and box cars are so nice and warm when the thermometer registers about 10 degrees above zero. It is hard to change a \$20 bill for a ten cent fare in cold weather and get rid of such a load of silver. Remember, while you are young, that the day may come when you will forget where you put your ticket or your check. In the first seat of the ladies' coach he finds a maiden of twenty

summers, and at once change, keys, time card, fire, water, and old age are all forgotten, "even if you are married." Very ready he is to answer all questions asked by the maid. He passes by with a smile in both eyes, only to collide with a poor lady and her little babes, and then wants her to pay half fare for two or three of them. This poor woman had only money enough to pay for her own ticket and to expose her will break her heart.

I will agree with the Brother about the education of railroad men being limited, but that is not what makes us social and friendly at all. I think if the Brother would hustle out some morning about 3:00 o'clock, check up fifty cars, get the seal numbers and light weights, and then figure out what he has to set off in order to get his tonnage over the hill, he would change \$20 bills, turn seats, answer all questions, wait for the country jay to find his ticket, have patience with an old man, smile sweetly on the maid of twenty, take the ticket from the lady with children, pass by and never look for that half fare.

Huntington, W. Va. G. W. SEBASTIAN.

Editor Railway Conductor:

There seems to be a disposition on part of some to demand an opportunity to earn large salaries, even though others are pulled off and allowed to suffer in order to allow them to make lots of mileage. I hope all our Brothers will exercise charity in this regard, as well as a Brotherly feeling. It beats all how much mileage some can stand when paid by the mile. If they were paid by the month, and were required to make the same mileage, they would consider themselves abused. Don't carry the demand to take off crews too far, Brothers; it may prove a boomerang in addition to the hardship it works.

The Ladies' Auxiliary is progressing nicely, the ladies are all right, they are going to give the boys a lunch once a month. A novel idea, ladies. We wish you success, but insist on your hubbies turning out to help you in your new enterprise.

Brother John Smith was off two or three days last week, having to take his son to St. Louis to have an operation performed on his eyes. Brother Smith has the sympathy of all, and we hope the boy will fully recover.

Brothers Lynch and Kelly will resume duty March 9, after a thirty days' recreation.

There is great guessing going on as to why the officials want the actual mileage made by cabooses. You will find out soon enough, boys. We took the numbers of the cabooses in the caboose track last meeting night. Wonder where the Brothers who run the 54 and 133 were. We

failed to see their smiling countenances in the hall. Come out, boys, and push a good thing along.

Brother Reed makes a grand old bachelor. Mrs. Reed took pity on him and came home.

Well, "Spud," of 332, come again. We like to hear from you, but be careful around the river.

Brother E. H. Burr is the genial proprietor of the Crown Hotel at Poplar Bluff.

Brothers L. T. Brannan, L. M. Rondebush and C. W. Ketchum are our local committee, Brother Brannon being chairman. The Division could not have selected a better man to the chair than Brother Brannon, as he is a believer in justice to one and all alike, be they regular or extra. He will not declare himself as prejudiced to any one class.

The General Committee for the System met in St. Louis and elected Brother W. C. Turner, our estimable Cairo branch local conductor, as chairman of the General Committee; a selection that is a credit to the Order of Railway Conductors.

DeSoto, Mo.

OLD ROCKS.

Editor Railway Conductor:

Allow me to say a few words regarding the disability clause in our insurance laws. The point I wish to make is, that whenever I am so disabled that I can no longer run a train, I am entitled to my insurance. If my eyes are weak or my hearing is so poor that I can not pass an examination, then is when I want my disability money, since if I had it I might go into some other line of business where I could be self-supporting. Now, I want the Brothers, one and all, to speak up regarding this change. If it is not made I think I can go into some other insurance and do better. Brothers, think about this, and remember you are all growing old.

Coal Hill, Ark.

G. W. HORNER.

[When you find the better insurance let us know, as we are all looking for it.—ED.]

Editor Railway Conductor:

Brother F. W. Belisle, of Division 141, now running construction train out of this city, is the fortunate possessor of the only railroad dog, though there are a great many who claim more than a passing interest in this wonderfully intelligent canine. She is known as Nellie, and has a warm friend in every train man on the Bluff Line, or St. L. C. & St. P. R. R. When Brother B. goes to the office for orders, he calls out, "Come, Nellie, let's go get our orders," and she is at once as much interested as though the whole responsibility of running the train rested on her. When the order is completed he gives

one to her and away she goes to the engine, where she delivers it to the engineer, C. H. Youngblood. That duty performed, he throws her on the train and she is not long in finding her way to the caboose where she begs until admitted. Frequently the engineer gives her a message for Brother B., which she will deliver to him alone, waiting until assured that there is no answer. She will then start for the caboose and stand on the step, watching every move made by the trainmen.

Nellie is also very fond of hunting for hot boxes and it is amusing to see her and Brother B. going along the train, one on either side, smelling all the boxes. If any one of them is hot she is sure to find it, and will then stand barking until someone comes prepared to remedy the evil. Switching is a favorite amusement with this intelligent animal, and she will follow the engine around, barking to call the attention of the engineer or fireman whenever they are wanted. When the switching is done, she at once starts off in search of her master, and if there are orders or a message to be delivered she is always in the right place to receive and deliver the same. If Brother B. wishes to move out after standing awhile, he says: "Nellie, go tell the engineer to look out." She immediately runs back to the engine and barks until one of the crew looks out, and this is not long, as they are always on the alert when they hear her bark, since they know it means something. When she sees that their attention has been attracted, she runs back to the caboose and climbs on, doing it with ease when the train is going six or eight miles per hour.

Nellie is a Gordon setter, and was first found caught in a Macoupin county coon trap. Through the careful attentions of the crew she recovered from the injuries there received and has since been the fast friend of every one of them. Brother Belisle and Engineer Youngblood have been offered \$50 for her several times by some of the railroad men, but money will not part her from that crew. In addition to all her other good qualities, she is an excellent watch dog and never leaves the caboose in the evening. When they tie up, all they say is, "Nellie, it is time for you to go to bed," and down she goes into the waste box as soon as all have said good night to her. This dog may be seen anywhere along the Bluff line and she never has a kick coming nor draws a cent of pay. E. D. BLANCHARD.
Springfield, Ill.

Editor Railway Conductor:

On the evening of the 24th ult., our Division was favored by a visit from Brother Wilkins, A. G. C. C. He was warmly received, and gave us

an eloquent talk full of points which it would be well for us to follow. The meeting was brought to a close at 8 p. m., when Brothers Wilkins and Robinette were escorted by W. T. Wells, C. C., and H. J. P. Kello, A. C. C., in company with the members, to the Hancock Hotel, where an elegant supper was prepared in their honor. I need not assure you that this was heartily enjoyed.

In all organizations we find some members who do not attend the meetings as they should. A part of them keep in good standing by paying up such dues and assessments as may be required, but the fact that they do not attend the meetings shows that they have but little if any interest in the Order or its work. There are others who say, "I will not pay this assessment just now, as I need the money for something else. If I am expelled I can get back into the Order when I can better spare the money or when I need its privileges more." This is a suicidal policy, since no order will ever again appreciate such a member nor can he ever again exert any considerable influence. In illustration of this allow me to quote:

"I walked through the woodland meadows,
Where sweet the thrushes sing,
And found in a bed of mosses
A bird with a broken wing.
I healed the broken pinion,
It sang its old sweet strain;
But the bird with the broken pinion
Never soared as high again."

Crewe, Va.

H. J. P. KELLO.

Editor Railway Conductor:

The members of Division 77 are fond of company of the right sort, and visiting Brothers in good standing are sure of a warm welcome here. Brothers from Divisions 7 and 76 are quite frequent callers, and we are always glad to see them. Our Chief, Brother F. E. Denison, is the right man in the right place, as is our Secretary-Treasurer, Brother B. F. Blount. There have been several transfers to our Division lately, and we gave them a cordial greeting. Come on, Brothers, all of you who are working here and belong to other Divisions, we have a good strong Division, and we want all who can to help keep it so.

Our climate has not agreed with Brother G. G. Kates, and he has returned to his old home in Peru, Ind., in the hope that the change may prove beneficial. We all wish for him a speedy and complete recovery. Brother F. D. Hubbard has resigned and left for Mexico, where he has something better in sight. Brother T. J. McGinty, who has an extended leave of absence, paid the famous Cripple Creek region a visit, and writes that times are dull there now. At the present

writing he is with his family at San Bernardino, Cal. Brother J. P. Luce is visiting with his family, somewhere in the east. A number of the Brothers are resting now on account of slack business, there being very little doing on the I. & G. N. We have been expecting a stock movement, which would have been a very good thing for the extra list, but somehow it is slow in coming. Brother F. C. Reneau is moving his family from Houston to this city.

There is some talk of the formation of a Ladies' Auxiliary here, and I see no good reason why it cannot be done at once, as there is plenty of good material to begin with. The ladies of Palestine are very energetic, the Brothers seem to be deeply interested, and through their assistance it could be organized and maintained.

Palestine, Tex.

W. W. GREENE.

Editor Railway Conductor:

Perusing the pages of the March CONDUCTOR I find no evidence that there is such a Division as Avondale, No. 334, in existence. But here we are! right up in front with a great big 200 pound Chief Conductor, better known as W. B. Luster, one of our local freight "Cons" between Birmingham and Columbus. Brother John Blackman, our A. C. C., handles the bills on through freight between Birmingham and Atlanta. Brother A. B. Keys, our Sec. and Treas., is at present running on the K C M & B out of Birmingham. Brother D. Young J. C., is running between Birmingham and Atlanta on through freight. Brother J. A. Fulmer, S. C., is doing his level best to hold a position as "Captain" on a short run between Birmingham and Blossburg. Brother A. R. Causy, O. S., is also "doing the short run act." Brother Quincy Adams, I. S., is on through run between Birmingham and Atlanta.

Now, Brothers, I am young in the "biz," so don't criticise yet; have been a member only three months.

Our Division consists of forty-seven members, and let me add right here that they are the "properly chewed rosum," especially Brother Keys, who was never known to miss a meeting. His accounts are always ready for inspection and never fail to balance. Most all of our members, when in town, show their appreciation of the Order by punctual attendance at each meeting.

Business with us now on the Southern Railway is very dull; we average about four days out of every week. We have a double-header in and out every now and then, which is keeping us out of a trip occasionally, but we can't kick, we all had as much and more than we were physically able to stand through the winter months.

Well, Brothers, this is my first attempt (but by no means the last) to gain admission to the circle of correspondents to THE CONDUCTOR. I will promise, if admitted, to be more interesting next time. Wishing the Order a long and prosperous life

"JACK"

Avondale, Ala

Editor Railway Conductor:

The members of New River Division were called together on February 20 last, for the purpose of meeting Brother C. H. Wilkins. He gave us a pleasant and profitable talk for the good of the Order, and added some pointers which were thoroughly enjoyed by all who were so fortunate as to be present. His visit seemed to put new life in the boys and there has been a decided improvement in the attendance ever since. We will be glad to see him again.

I am glad to be able to report that Brother J. R. Hardy, who has been confined to his room for the past six weeks, is now recovering nicely. Brother T. T. Huddleston, of New River district, was badly hurt at Mt. Carbon recently by a switch engine "side wiping" his train. He is now improving rapidly and we hope to see him in charge of his train in the near future.

Brother C. J. Schweickert, our night yard master here, is very ill. Brothers Ed. Wamack and Ed. Bray have been ill, and Brother C. H. Haynes is nursing a sprained ankle. Brothers J. G. Cook and G. W. Wade are rejoicing over the advent of new conductors in their respective families. Brother L. M. Owens is in service with the L. & M. R. R.

I had the pleasure of attending Blue Ridge Division No. 184 on March 2, when they had one candidate to initiate, Mr. (now Brother) H. A. Callahan. The boys certainly did handle him to perfection, right side up with care. Brother C. was carrying signals for another who is as yet out of the Order, and will try to impress upon him the fact that in union there is strength.

Brother T. H. Boley, one of our Greenbrier boys, had a narrow escape from being shot by a negro he was putting off his train near Don, W. Va. The negro was captured and placed in jail to await trial.

Our meeting on March 22 was unusually interesting and we had two new applications to act upon.

We are raising children who, in due time, will take our places in the world. In this a great responsibility rests upon us. No boy or girl can come to be utterly bad who remembers only love, tenderness, unselfishness and sweetness as associated with father and mother in the old-time home. Give them manly and womanly example; give them training; give them the inspiration of devoted lives; give them these higher, deeper things. Do not care so much as to accumulating money so that you can leave them a fortune; I really believe the chances are against fortune being a blessing to a boy, but leave them a fortune of accumulated memories and inspiration, examples and hopes, so that they may be right in the brain and heart and soul and service. Then, if you leave them a fortune besides, it will be less sure of its possibilities for evil and will become an instrument for higher and nobler good.

Hinton, W. Va.

W. F. ECHOLS.



ARBITRATION BILL.

The following is the full text of the "Arbitration Bill" introduced in the house of representatives by Mr. Erdman, and as endorsed by the officers of the railroad organizations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That the provisions of this act shall apply to any common carrier or carriers, and their officers, agents and employees, except masters of vessels and seamen, as defined in section forty-six hundred and twelve, Revised Statutes of the United States, engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water, when both are used under a common control, management or arrangement, for a continuous carriage or shipment from one state or territory of the United States, or the District of Columbia, to any other state or territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

The term "railroad," as used in this act, shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

The term "employees," as used in this act, shall include all persons actually engaged in any capacity in train operation or car service of any description, and notwithstanding that the cars upon or in which they are employed may be held and operated by the carrier, under lease or other contract. In every such case the carrier shall be responsible for the acts and defaults of such employees in the same manner and to the same extent as if said cars were owned by it, and said employees directly employed by it, and any provisions to the contrary of any such lease or other contract shall be binding only as between the parties thereto, and shall not affect the obligations of said carrier, either to the public or to the private parties concerned.

The wages paid by carriers subject to this act, for any service rendered or to be rendered in the transportation aforesaid, or in connection therewith, or for the receiving, delivering, storage and handling of such property, and the rules and regulations governing such employees, shall be reasonable and just. This provision shall not affect the right to make contracts for such wages not in contravention of any of the provisions of this act.

Sec. 2. That whenever a controversy concerning wages, hours of labor, or conditions of employment shall arise between a carrier subject to this act, and the employees of such carrier, seriously interrupting or threatening to interrupt the business of said carrier, the chairman of the Interstate Commerce Commission and the Commissioner of Labor shall, upon the request of either party to the controversy with all practicable expedition, put themselves in communication with the parties to such controversy, and shall use their best efforts, by mediation and conciliation, to amicably settle the same; and if such efforts shall be unsuccessful, shall at once endeavor to bring about an arbitration of said controversy in accordance with the provisions of this act.

Sec. 3. That whenever a controversy shall arise between a carrier subject to this act, and the employees of such carrier which cannot be settled by mediation and conciliation in the manner provided in the preceding sec-

tion, said controversy may be submitted to the arbitration of a board of three persons, who shall be chosen in the manner following: One shall be named by the carrier or employer directly interested; the other shall be named by the labor organization to which the employees directly interested belong, or if they belong to more than one, by that one of them which specially represents employees of the same grade and class and engaged in services of the same nature as said employees so directly interested: *Provided, however,* That when a controversy involves and affects the interests of two or more classes and grades of employees belonging to different labor organizations, such arbitrator shall be agreed upon and designated by the concurrent action of all such labor organizations. The two thus chosen shall select the third commissioner of arbitration; but, in the event of their failure to name such arbitrator within forty-eight hours after their first meeting, the third arbitrator shall be named by the commissioners named in the preceding section. The submission shall be in writing, shall be signed by the employer and by the labor organization representing the employees, shall state the questions to be decided, and shall contain appropriate provisions by which the respective parties shall stipulate, as follows:

First. That pending the arbitration the status existing immediately prior to the dispute shall not be changed.

Second. That the award shall be filed in the clerk's office of the circuit court of the United States for any district wherein the employer carries on business, and shall be final and conclusive upon both parties, unless set aside for error of law apparent upon the record.

Third. That the respective parties to the award will each faithfully execute the same, and that the same may be specifically enforced in equity so far as the powers of a court of equity permit, except that no person shall be punished for his failure to comply with the award as for contempt of court.

Fourth. That employees dissatisfied with the award shall not by reason of such dissatisfaction quit the service of the employer before the expiration of three months from and after the making of such award, without giving thirty days' notice in writing of their intention so to quit. Nor shall the employer dissatisfied with such award dismiss any employee or employees on account of such dissatisfaction before the expiration of three months from and after the making of such award, without giving thirty days' notice in writing of his intention so to discharge.

Fifth. That said award shall continue in force as between the parties thereto for the period of one year after the same shall go into practical operation, and no new arbitration upon the same subject between the same employer and the same class of employees shall be had until the expiration of said one year, if the award is not set aside as provided in section 4.

Sec. 4. That the award being filed in the clerk's office of a circuit court of the United States as hereinbefore provided shall go into practical operation, and judgment shall be entered thereon accordingly at the expiration of ten days from such filing, unless within such ten days either party shall file exceptions thereto for matter of law apparent upon the record, in which case said award shall go into practical operation and judgment be entered accordingly when such exceptions shall have been finally disposed of either by said circuit court or on appeal therefrom.

At the expiration of ten days from the decision of the circuit court upon exception taken to said award, as aforesaid, judgment shall be entered in accordance with said decision, unless during ten days either party shall appeal therefrom to the circuit court of appeals. In such case only such portion of the record shall be

transmitted to the appellate court as is necessary to the proper understanding and consideration of the questions of law presented by said exceptions and to be decided.

The determination of said circuit court of appeals upon said questions shall be final and, being certified by the clerk thereof to said circuit court, judgment pursuant thereto shall thereupon be entered by said circuit court.

If exceptions to an award are finally sustained, judgment shall be entered setting aside the award. But in such case the parties may agree upon a judgment to be entered disposing of the subject matter of the controversy, which judgment when entered shall have the same force and effect as judgment entered upon an award.

Sec. 5. That every agreement of arbitration under this act shall be acknowledged by the parties before a notary public or clerk of a district or circuit court of the United States, and when so acknowledged shall be delivered to the chairman of the Interstate Commerce Commission, who shall at once cause a notice in writing to be served upon the arbitrators, fixing a time and place for a meeting of the arbitrators.

If an agreement of arbitration shall be entered into conforming to this act, except that it shall be executed by employees individually instead of by a labor organization as their representative, the chairman of the Interstate Commerce Commission and the Commissioner of Labor shall decline to call a meeting of arbitrators thereunder unless, upon evidence satisfactory to them, it be shown that the employees signing the submission represent or include a majority of all employees in the service of the same employer and of the same grade and class, and that an award pursuant to said submission can justly be regarded as binding upon all such employees.

Sec. 6. That during the pendency of arbitration under this act it shall not be lawful for the employer, party to such arbitration to discharge the employees, parties thereto, except for inefficiency, violation of law, or neglect of duty; nor for the organization representing such employees to order, nor for the employees to unite in, aid, or abet strikes or boycotts against such employer; nor, during a period of three months after an award under such an arbitration, for such employer to discharge any such employees, except for the causes aforesaid, without giving thirty days' written notice of an intent so to discharge; nor for any of such employees, during a like period, to quit the service of said employer without just cause, or without giving to said employer thirty days' written notice of an intent so to do; nor for such organization representing such employees to order, counsel or advise otherwise. Any violation of this section shall subject the offending party to liability for damages.

Sec. 7. That in every incorporation under the provisions of chapter five hundred and sixty-seven of the United States Statutes of eighteen hundred and eighty-five and eighteen hundred and eighty-six, it must be provided in the articles of incorporation and in the constitution, rules and by-laws, that a member shall cease to be such by participating in or by instigating force or violence against persons or property during strikes, lockouts or boycotts, or by seeking to prevent others from working, through violence, threats, or intimidations; but members of such incorporations shall not be personally liable for the acts, debts, or obligations of the corporations, nor shall such corporations be liable for the acts of members or others in violation of the provisions of this section; and such corporations may appear by designated representatives before the board created by this act, or in any suits or proceedings for or against such corporations or their members in any of the federal courts.

Sec. 8. That whenever receivers appointed by federal courts are in the possession and control of railroads, the employees upon such railroads shall have the right to be heard in such courts upon all questions affecting the terms and conditions of their employment, through the officers and representatives of their associations, whether incorporated or unincorporated, and no reduction of wages shall be made by such receivers without the authority of the court therefor after due notice to such employees.

Sec. 9. That any employer subject to the provisions of this act, and any officer, agent or receiver of such employer who shall require any employee, or any person seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become or remain a member of any labor corporation, association, or organization; or shall threaten any employee with loss of employment, or shall unjustly discriminate against any employee because of his membership in such a labor corporation, association, or organization; or who shall require any employee or any person seeking employment, as a condition of such employment, to enter into a contract whereby such employer appli-

cant for employment, shall agree to contribute to any fund for charitable, social, or beneficial purposes; to release such employer from legal liability for any personal injury by reason of any benefit received from such fund beyond the proportion of the benefit arising from the employer's contribution to such fund; or who shall, after having discharged an employee, unlawfully attempt or conspire to prevent such employee from obtaining other employment, is hereby declared to be guilty of a misdemeanor, and, upon conviction thereof, in any court of the United States of competent jurisdiction in the district in which such offense was committed, shall be punished for each offense by a fine of not less than one hundred dollars and not more than one thousand dollars.

Sec. 10. That a sufficient sum of money to pay the traveling and other necessary and proper expenses of the arbitrators appointed and serving under this act, and to pay all other necessary and proper expenses of any conciliation or arbitration had hereunder, to be audited and allowed by the chairman of the Interstate Commerce Commission, is hereby appropriated, for the fiscal years ending June thirtieth, eighteen hundred and ninety-six, and June thirtieth, eighteen hundred and ninety-seven, out of any money in the treasury not otherwise appropriated.

Sec. 11. That the act to create boards of arbitration or commission for settling controversies and differences between railroad corporations and other common carriers engaged in interstate or territorial transportation of property or persons and their employees, approved October first, eighteen hundred and eighty-eight, and the provision contained in section seven of an act approved June thirtieth, eighteen hundred and eighty-eight, "directing the Commissioner of Labor to investigate the causes of and facts relating to all controversies and disputes between employers and employees as they may occur, and which may interfere with the welfare of the people of the different states," are hereby repealed.

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The Secretary of Division 17 desires the present address of Brother R. I. Davis, of that Division.

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Any Brother having a number of THE CONDUCTOR for July, 1883, which he does not care to preserve, will confer a favor by sending it to this office.

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Brother A. J. Hogan, of Santa Clara, California, is anxious to learn the whereabouts of Tom Bolen and of Clarence Hamm, better known as "Kid" Hamm.

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At a meeting of Division No. 32, held March 22, 1896, it was resolved that a vote of thanks be extended the author of the article from Little Rock, Ark., on page 205 of THE CONDUCTOR, signed "L."

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Any person knowing the address of Elmer Correyell, a member of Sayer Division before the Lehigh Valley strike, will confer a favor by communicating with Edward Jennings, 598 So Franklin St., Wilkes Barre, Pa.

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Brother J. B. Howe, of Great Bend, Pa. wishes to learn the present address of Fred Gill. Mr. Gill was formerly a conductor on the Minneapolis and St. Louis R. R., and has seen service on other western roads. When last heard from, about three years ago, he was in Bessemer, Mich.

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Some time during last May the son of James

McDowell, of Stratford, Ontario, left his home and has not been heard from since. The missing boy is about fourteen years of age, is of fair complexion, freckled, has dark brown hair and one ear is slightly scarred. Any information regarding him will be thankfully received by his anxious father.

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It is our present purpose to run the Directory in the May CONDUCTOR. All Secretaries are urged to see that their Divisions are correctly reported therein and, if not, to send corrections at once to this office.

**

S. H. Moore & Co., publishers of *Ladies' World*, announce again in our advertising columns their great annual offer of free flower seeds. We are informed that all of these seeds are of 1895 growth, and many are imported from France and Germany. The offer is liberal and we commend to our readers this rare opportunity.

**

We wish to acknowledge the receipt of invitations to attend the Easter ball given by Madonna Division, No. 34, L. A. to O. R. C.; the sixth annual ball of Division 99, O. R. C.; and the Easter ball of Division 141, all given on the evening of the 6th inst. Also the reception and ball given by Valley City Division, O. R. C., and Columbia Division of the L. A., on the evening of the 7th; and the sixth annual ball of DeSoto Division, and the first annual ball of Washington Division No. 339, both on the evening of the 8th. Knowing so well the ability of these Brothers and Sisters as entertainers, we feel assured that all of these gatherings must have been delightful, and can only regret that it was impossible to attend them all.

**

The National Tobacco Workers Union of America have instituted a boycott on the output of the American Tobacco Co., commonly known as the Tobacco Trust. In circular issued by that organization and approved by the general officers of the American Federation of Labor, it is stated that the American Tobacco Co. has refused all overtures to permit the organization of the workers in their employ, has thrown every obstacle in the way of the organization, has absorbed houses where union wages and union conditions prevailed and has imposed non-union and obnoxious conditions, as well as to dismiss and blacklist those who attempted to retain their membership in the organization.

**

We are very anxious to furnish some back volumes of THE CONDUCTOR to the Leland Stanford,

Jr., University of California, and in order to complete them, will be very glad if any who have them and are willing to part with them, will send us the following numbers:

All months of 1884.

February and December of 1885

November of 1886.

April, July, September and October of 1887.

January and March of 1888.

January of 1889.

July and September of 1891.

**

A circular issued by the vice president of the Maine Central Railroad conveys to us the information that Brother Wellington Sprague, of Division 66, has been appointed superintendent of the Quebec division of that road, with headquarters at Lancaster, N. H., appointment effective April 20. No member of the last two or three sessions of the Grand Division will fail to remember Brother Sprague. THE CONDUCTOR congratulates Brother Sprague on his promotion and the Maine Central Railroad on having secured his services.

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We have been glad to note the increased volume of correspondence for the Fraternal and Ladies' Departments, and have been very glad to run extra pages each month during this year to accommodate the same. We hope that this condition will continue, but want to call the attention of those who complain because their letters are somewhat curtailed, to the fact that we are obliged to study the interests of all, and to say that, in order to give each one a fair show, it is absolutely necessary at times to curtail some of the communications by cutting out portions which do not alter the sense of, or extract the essence from, the letter. Lists of names of those present at entertainments are, of course, of local interest, but we frequently find it necessary to refrain from including them. Copies of addresses delivered at entertainments are sometimes sent and, for want of space, we are obliged to eliminate them. We desire every correspondent to understand that we aim to avoid discriminating in any way among them and we desire that none of them shall feel that their communication has been slighted, because they can rest assured that many others have been treated in the same way.

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It has been well said that "the daily lives of all railroad men are heroic," and never was this more fully exemplified than in the accident which happened near North Kent, Conn., on the 12th ult. The snowfall of the night before had partially blocked the old Housatonic and Brother Henry

Murphy, of Division 317, was ordered out from Pittsfield, Mass., with a snow plow to clear the track. Either through a misunderstanding of orders or the negligence of a flagman they ran into the rear end of a freight standing at North Kent, causing a frightful wreck. Brother Murphy was killed while standing bravely at his post, doing all in his power to avert an accident and save the lives of those in his charge. His brother, Frank, although terribly injured, risked his life again and again to rescue the bodies of his brother and of Roadmaster Nolan from the burning wreck, exhibiting a disregard for his own safety and suffering which could only have been actuated by the highest courage. Other members of the crew gave evidence of the same spirit, showing that the race of heroes is by no means extinct and that there are in the ranks of the railroad men of this country an army of heroes whose deeds would make the world ring were they performed on the field of battle.

Divisions and Lodges of the Conductors, Engineers, Firemen and Trainmen, located at Erie, Pa., united in arranging and giving a union meeting on March 26. The meeting in the afternoon was attended by several hundred members of the organizations, none but members being admitted. The meeting was addressed by Grand Masters Sargent and Morrissey, Third Grand Engineer D. Everett, of the Engineers, and Grand Chief Clark. General discussion of topics of interest was indulged in by members and the meeting was continued with unabated interest until supper was announced, which was provided by the wives of the members and which was served in the lower hall of the building in which the meeting was held. The supper in itself was simply elegant, and the manner in which it was served by the ladies left nothing to be desired and afforded no opportunity for aught but praise. After supper, a brief interval was spent in general hand-shaking and informal visiting, and at eight o'clock a public meeting was called to order with every seat in the house occupied. The audience manifested intense interest in all that was presented. The meeting was presided over by Brother A. Carey, of the B. L. E., and was opened with prayer by Brother D. Everett. Address of welcome was delivered by Mayor Scott, of Erie, followed by addresses by Grand Officers Sargent, Clark, Morrissey and Everett, and by Mayor-elect, Hon. R. J. Saltsman, Prof. Jas. R. Burns, U. P. Rossiter, and P. A. Benson, of Erie. Two or three speakers, who expected to be present, were unavoidably detained and others spoke briefly in their stead. Everyone expressed themselves as highly pleased with the meeting, and as convinced

that it would result in good to the organizations and in encouragement to those who have worked so earnestly in that locality in their behalf. The committee on arrangements left nothing undone or neglected to make the meeting pass off pleasantly and to insure its being in all senses a success. The visit of the Grand Officers was made pleasant and enjoyable in every way.

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The General Manager of the L. & N. Railway Company, under date of March 16, issued a circular, calling attention to the fact that a forgery of the trip pass of that road had been discovered. The following description is given:

Two men who handled some, if not all of these passes were first noticed in Memphis, Tenn., on or about February 13th. They were known as the Adams brothers, and were obtaining passes from the different railroads and selling them to brokers. E. L. Adams represented himself as an engineer, and had a B. L. E. traveling card which was apparently genuine. Frank Adams represented himself as a conductor, and had an O. R. C. card. These men were described at Memphis as follows:

"No. 1." Height, 6 feet; weight, 180 pounds; age, 32 years; light complexion; very small blonde mustache; upper front teeth slightly decayed.

"No. 2." Height, 5 feet 9 inches; dark complexion; smooth face; smoked a pipe constantly. Both appeared to be railroad men—engineers or freight conductors.

Another description of them obtained from Chicago, Illinois, is as follows:

"No. 1." James Martin, alias Horace Roe, alias E. L. Adams, about 35 years of age; 6 feet tall; weighs about 180 pounds; dark complexion; dark hair and eyes; smooth face; wore dark suit of clothes and dark overcoat; black derby hat, and has "Shriners" pin on coat lapel.

"No. 2." Frank Adams, alias V. R. Dwinell, about 30 years of age; 5 feet 9 or 10 inches tall, weighs about 200 pounds; dark brown hair, sandy mustache; wore gray suit of clothes, dark overcoat and black derby hat.

Both men are supposed to be ex-railroad employes. They have with them traveling cards of the Order of Railroad Conductors and Brotherhood of Locomotive Engineers, and also letters (probably forgeries,) indicating that they have recently been employed on the Monterey & Mexican Gulf railroad. On the strength of the letters and cards referred to, they obtained railroad transportation from various railroad officials in this city. They were last seen in Chicago on February 24.

When some of the officers and clerks who had met these men, as well as the "scalper" with whom they dealt in Memphis, were shown the picture of Edward Wheeler, which appeared in THE CONDUCTOR for December, 1895, they immediately recognized him as one of these men. The other is probably Harris, who was with the gang at St. Louis. They are undoubtedly two of the smoothest swindlers that have been known in this country, as they have been practicing this same general line of fraud for several years. We are unable to learn that they have ever exhibited O. R. C. cards for 1896. The cards held by them were probably forgeries of our 1895 issue. The best interests of our Order, as well as of railroad employes generally, will be served by everyone interesting himself in an earnest effort to put them behind the penitentiary bars, where they properly belong. Any information in this connection should be very promptly communicated to the general office of the Order.



OBITUARY

Anderson.

Kekionga Division, No. 51, L. A. to O. R. C., has been invaded for the first time by the "Grim Reaper," and one of their charter members, Sister A. Anderson, has been taken. She was a model wife and mother, and was loved by all who knew her, for her beautiful Christian character and sunny disposition. She leaves a husband and two sons and a daughter to mourn their loss, and to them the Division extends sincere sympathy.

Roberts.

The home of Brother Ed. Roberts, of Division 89, has been desolated by the death of his beloved wife, which took place early on the morning of January 27, last. The deceased had been a sufferer from consumption for more than a year, and the fortitude with which she bore up under her affliction, in the presence of almost certain death, gave the strongest evidence of her perfect Christian faith. She was possessed of a kindly and charitable disposition, which endeared her to all with whom she became acquainted. Division 89 offers its deepest sympathy with Brother Roberts in his hour of bereavement, and prays that strength may be given him to bear up under his affliction.

Wilson.

Hattie A., daughter of Brother and Mrs. M. J. Wilson, of Division 14, died at their home on January 6, last, aged sixteen years. The members of Cleveland Division extend to Brother Wilson and family their heartfelt condolences, resolutions having been drafted for that purpose at a recent meeting.

Dye.

Mrs. Eldora May, wife of Brother Ed. Dye, of Division 31, died at Colorado City, on the 17th ult., aged twenty-two years. The body was taken to the family home at Moulton, Iowa, for burial, attended by the husband, father and sister. The sympathy of all the Order will go out to Brother Dye in his hour of supreme sorrow.

Clayton.

A great sorrow has come into the life of Brother John M. Clayton, of Division 46, in the death of his beloved wife, Helen M., who was called to her final reward January 23, last. Her illness was very brief, she having been afflicted but one day, when death relieved her suffering. Mrs. Clayton was possessed of all those womanly qualities which win and hold the truest friendship, and her husband will have the keenest sympathy of all in his affliction.

Moore.

Brother J. B. Moore, of Division 262, is mourning the loss of his son, Robert Cook Moore. At a subsequent meeting of his Division, resolutions were adopted, conveying to the afflicted Brother the sympathy of the members, and the hope that time will bring solace for his sorrow.

Beasley.

Mrs. J. I. Beasley, wife of the Brother of that name, belonging to Division 103, died at her father's home in Shoals, Ind., February 10, 1896, after a lingering illness. Everything that the highest medical skill could suggest and loving hearts could prompt had been done for her recovery, but it all proved in vain. After a long sojourn in the mountains of New Mexico, she returned to home and friends only to die, after thirteen days. Brother Beasley has the heartfelt sympathy of all the members of his Division in his sad loss.

Blackburn.

Brother G. R. Herndon, of Division 260, was recently called to suffer one of the gravest afflictions that come into this life, in the death of his loving mother, Mrs. B. R. Blackburn, who died on February 6, 1896, after a short illness of four days. The funeral was held from the residence, No. 4716 Princeton Ave., Chicago, February 9, 1896. Brother Herndon has the sympathy of the Brothers of his Division in his bereavement.

Thomas.

Katherine Thomas, mother of Brother James Thomas, of Division 44, died at her home in Clayton, Ill., on January 29, last, in the fifty-seventh year of her age. She leaves a family of four grown children and a large circle of sincere friends, gathered around her by a life of Christian purity and motherly devotion, to mourn her loss.

Shea.

At a recent meeting of Division 241, resolutions were adopted conveying to Brother J. G. Shea and family the sympathy of all members in the death of his eldest son, James Henry, and expressing the hope that strength might be given him from on high to bear up under this heavy burden.

Good.

Brother Geo. Good, of Division 114, is mourning the death of his brother, Charles Good. At a recent meeting of the Division, the formal condolences of the members were extended to the bereaved Brother.

Hodges.

Division 14 has met with a severe loss in the death of Chief Conductor C. P. Hodges, which occurred at the family home in Cleveland on the afternoon of the 24th ult., after a brief illness. No member stood higher in the esteem of his Division than did Brother Hodges. He was not only a warm friend to the principles of the Order, but was a faithful and earnest worker for the furtherance of those principles, as his wife has always been for the Auxiliary. An efficient officer, a Brother in all that the term can imply a true friend, an upright and respected citizen, and a loving and devoted husband, his death has left a vacancy which it will be difficult to fill. The sympathy of both the O. R. C. and L. A. will go out to the bereaved wife in her sore affliction. The funeral

OBITUARY.

was held on the afternoon of the 26th, under the auspices of the O. R. C. and the Knights Templar, and some measure of the esteem in which our deceased Brother was held could be gathered from the large attendance and the profusion of beautiful floral offerings to his memory.

Perkins.

The sympathies of all the members of Division 171 go out to Brother W. D. Perkins, who was recently called upon to mourn the death of his well beloved wife.

Caffery.

Della R., daughter of Brother Thomas Caffery, of Division 8, died at his home in Rochester, N. Y., on Tuesday, March 17, aged 23 years. Deceased was a young lady of most beautiful character, and her death has brought an abiding sorrow to a wide circle of friends. Brother and Sister Caffery will have the sincere sympathy of all in their great trouble.

Strauss.

Brother A. J. Strauss died at the family home in Huron, Kan., March 20, last, aged 45 years. Brother Strauss was one of the charter members of Division 293, and always one of its staunch supporters. On March 28, 1895, he had the misfortune to have one of his feet crushed by the wheels of a car, and never fully recovered from the effects of this accident, the injuries there received leading up to his death. A son, only thirteen years of age, one brother and four sisters, are left to mourn his loss, and to them will be extended the sympathies of the entire Order.

Marchmont.

Brother A. G. Marchmont, of Division 196, died at the home in Jacksonville, Fla., January 28, last, aged 33 years. Deceased was one of the most respected and efficient employees of the F. C. & P. R. R., where he had served as Conductor for the last thirteen years, and was held in high regard by a wide circle of personal friends. A wife and one child, a boy about eight years of age, are left to mourn his untimely death. The funeral was held in Waldo, Fla., and was largely attended.

McKeeby.

At a meeting of Division 141, held March 22, last, resolutions were adopted conveying to Brother F. S. McKeeby the condolences of the members in the death of his beloved wife.

Akers.

A great sorrow has come into the home of Brother E. Akers, in the death of his only daughter, Cora, aged 17 years. Deceased was a bright, intelligent and affectionate girl, possessing a most happy disposition. She being the only daughter made the blow so much more severe to the parents. Division 151, of which Brother Akers is Chief Conductor, adopted resolutions expressing their personal sorrow and sympathy with those upon whom the burden of grief rests most heavily.

McBane.

Brother L. McBane, of Crawford Division, No. 109, died at his farm home near Warren, Ohio, on the 10th ult., after a lingering illness of six months duration. His mildness, kindness, and sunny disposition were such as to command the love and respect of all who knew him. In his death his son and daughter have lost a kind father, the Division a worthy Brother, and the community an upright and

respected citizen. The sincere sympathy of the Division is extended to his family and relatives.

Moore.

Macon Division 123 adopted the following resolutions on the death of Brother George J. Moore, which occurred March 16, 1896, at Eufaula, Ala.:

Whereas, It is with feelings of heartfelt sorrow that we are called upon to note the death of our worthy Brother, who lost his life while in the discharge of his duty as conductor of the Central of Georgia railway.

Resolved, That believing in the unerring hand of a kind Providence, our hopes are strong in the faith that the immortal spirit of our Brother is this day in the enjoyment of the reward that is ever in store for the true and faithful.

We sympathize with his relatives, and with the one to whom he was pledged, and whom he was sweetly cherishing the hopes in a few days of leading to the altar, in their sad bereavement, and join with them in mourning the loss of one who has mingled with us in the fraternal bonds of Brotherhood, and we earnestly hope that God, in his infinite wisdom, will enable them to bear up under their sad bereavement with Christian fortitude, and humbly submit to His divine will.

Grabill.

The charter of Red River Division 262 is draped in mourning for the death of Brother William Grabill, who was killed in the discharge of his duty, at Fort Worth, March 12th. He leaves a wife and three little children to mourn his loss. The members of his Division feel that they have met with a loss that cannot be replaced. They join in extending to the sorrowing family their heartfelt sympathy in this hour of supreme grief, hoping that grace may be given them from on high to bear up under this, the greatest of life's many burdens. May his soul rest in peace, and may God, in His infinite mercy, give solace to those upon whom the burdens of this great grief rests most heavily.

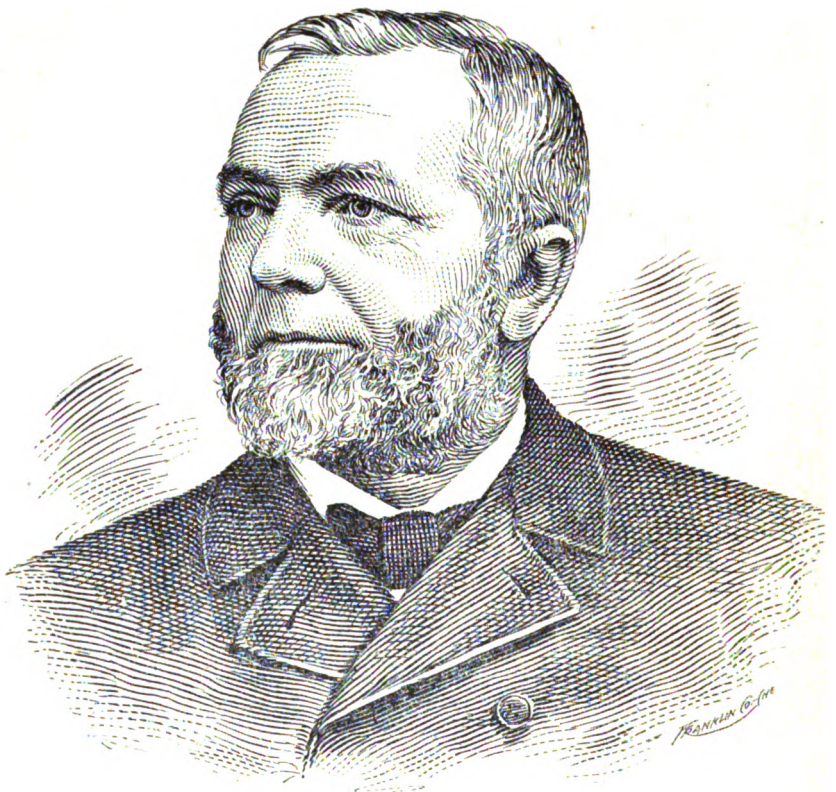
Rider.

Brother Ellsworth Rider, of Division 102, was instantly killed by falling between the cars at Kiddville, Mich., Friday, March 13th, at 7:20 a. m. Brother Rider was in the employ of the D. L. & N. railway for about thirteen years, and lived at Ionia, Mich. The interment was at his old home, at Salem, Mich., Sunday, March 15th, special trains from Ionia and Detroit, conveying railroad employes and friends to pay the last sad respects to our departed Brother. He has been a member of the Order since 1892, and also of the Benefit Department.

The deceased was 31 years old, and leaves a wife and a large circle of friends to mourn his loss. At a subsequent meeting of this Division suitable resolutions of sympathy were drafted, and a copy of the same forwarded to his bereaved wife.

Barrett.

The charter of Genesee Division, No. 79, L. A. to O. R. C., is draped with the emblem of sorrow for the death of Sister Barrett, wife of Brother D. F. Barrett, of Division No. 8, O. R. C. Deceased was always bright and cheerful, and ready to speak a kind and loving word to all. She will be greatly missed by her Division, and at the last meeting, resolutions expressing the sorrow of the members were adopted and sent to the bereaved Brother.



P. M. ARTHUR,
Grand Chief of the B. of L. E.

THE RAILWAY CONDUCTOR.

VOL. XIII.

CEDAR RAPIDS, IOWA, MAY, 1896.

NO. 5.



THE LABOR EXCHANGE.

BY W. P. BORLAND.

Among the many plans for ameliorating the condition of the laborer which the prevailing social perturbation has brought to the front, none seems more promising of immediate benefit, more pregnant with grand possibilities of future good, and withall, more deserving of attention and support from working men of all classes, because simple, just, practical, and easily applicable to the present conditions, than the system of co-operative self-employment known as the Labor Exchange, now in process of development in thirty states of the union.

The objects of the Labor Exchange are:

First. To provide employment for idle labor, by facilitating the interchange of commodities and services among the associates and the public.

Second. To alleviate the suffering incident to, and avert the social dangers which may arise from, a constantly increasing class of unemployed, by furnishing to this class useful occupation and saving the wealth thus produced for the use and benefit of the actual producers and their dependents.

Third. To lighten the burden of charitable institutions by furnishing one self-supporting.

The Exchange also aims to advance the cause of education and elevate the character of its membership, by providing schools and other agencies, such as lectures, etc., for rational instruction; also to have regard for the amenities of life, by maintaining theaters, music halls, and other places of amusement and recreation.

The principal agency which it employs for the accomplishment of its aims is a rational financial system: an exchange medium based on actual wealth produced or services performed, circulating by voluntary agreement among the members, and redeemable only in products or services; thus facilitating exchange and effecting it on a purely mutual or voluntary basis, without paying interest for the use of money loaner's capital.

The Labor Exchange definition of money might be very well stated as follows: *That note alone is real money which is issued only when goods are produced and is received back for the goods themselves.*

This describes Labor Exchange money. It is merely a representative of wealth, and a medium for facilitating exchanges, and it does not assume to be anything else. In attacking the industrial problem from its financial side the promoters of the Labor Exchange evince excellent judgment; they are following the line of least resistance in reform, and are bound to furnish an object lesson in the economics of co-operation for the benefit of the industrial masses, which, if heeded, will lead to their emancipation.

The fundamental evils of the existing order are the monopoly of land and money. From these two monopolies spring all others, such as machinery, transportation, etc., and until men are secured in the exercise of their natural right to the use of the earth, together with the complementary right to freely exchange products, there can be no social equity. But, while this is true, it is also

true that the land question and the money question are separate and distinct questions, in the sense that they are capable of solution quite independently of each other; and the solution of either question by itself cannot fail to bring about conditions which must force the solution of the other. It is, therefore, merely a question of expediency as to which problem should be attacked first. Manifestly, it should be the one which is easiest handled. This is the money question, because it can be solved by purely voluntary effort and without recourse to uncertain political methods. Here is where the Labor Exchange comes in. It will furnish an unmistakable object lesson in correct financial principles and go a long way towards settling the land question by surely settling the money question. It will destroy the monopoly of money and tear up root and branch the damnable iniquity of commercial interest. And, as a question of immediate importance, it has this plain advantage over any conceivable proposition for the solution of the land question that its inauguration does not at all depend on any sort of political action. In order to solve the land question the citadel of government must be stormed and captured, and our political rulers routed from their stronghold. This is a herculean task, and one that may well cause the student of events to pause with a sort of despair. But in order to solve the money question, in order to establish correct principles of finance, it is only necessary for men to voluntarily associate themselves together and adopt the Labor Exchange system. They need neither the enactment nor repeal of a single law to permit them to do this, nor do they require the alteration of a single existing constitutional principle. And, what is of great importance, men do not need to reach an agreement on either political or religious facts before they can go ahead. It antagonizes no political belief nor religious creed, but unites all men on a common principle for the common benefit; not only political, but religious opponents may work together in perfect harmony on the common ground of the Labor Exchange. This is much, but vastly more yet are the lessons of independence and self-reliance which it will surely inculcate. It will show men that they are not so wholly enslaved to political idols as their masters think them. It will furnish a concrete illustration of the truth of that wise saw: "If you want a thing done right, do it yourself." It will demonstrate to men the simplicity of truth, and show them that there is nothing so very mysterious after all about the institutions that enslave them. It will teach them that the solution of the social problem is merely a question of the application of

a little plain, every day common sense to the ordinary affairs of life. And, besides the broadening and elevation of character which will thus be brought about, the good effects of which are almost inestimable, it will place in the hands of men a weapon with which they may successfully attack and beat down the giant evil of land monopoly. The bottom principle of the Labor Exchange is that, if the producers in a fruitful country can avoid paying tribute to outsiders there will be an abundance of wealth for all, providing they prevent a few of their own number from monopolizing what others have produced. This will be true money or no money; but the Labor Exchange practicalizes the principle by furnishing to producers a safe and abundant non-interest-bearing currency with which to effect their exchanges. This currency is merely an application in the interest of producers of the scientific financial principles embodied in the present check and clearing house system, by means of which ninety-five per cent of the nation's business is now carried on in the interest of the banks. Ninety-five per cent of business is performed by means of credit devices furnished by the banks. These devices, technically called "paper," all bear interest and are all absolutely under the control of the banks, to be extended or withheld, as the bankers see fit. The business man secures a certain line of discount at the bank, which means that the bank agrees to furnish him with paper to meet his obligations as they fall due, up to a certain figure, on payment by him of the current rates of discount. Business obligations are contracted for an average period of sixty days, and as long as the bank continues to furnish paper to meet these obligations as they fall due—and this really amounts to nothing more than the transfer of certain figures on the books of the bank,—all apparently goes well and the business man prospers. But let the bank contract his line of credit so as to bring about default on even one of these maturing obligations and the inevitable crash immediately comes. The business man is forced into bankruptcy and his employees must cool their heels in idleness. The banking power thus controls the industrial situation through its control of the credit devices for doing business.

Relief lies in taking the control of this credit currency away from the banks and placing it in the hands of the actual producers, where it properly belongs; but there is scarcely a hope that this may be done through political methods, as the bankers themselves control all of the political agencies which must be used to accomplish that end. Moreover, their control of this credit cur-

rency is the lever which the banks use for the purpose of securing legislation in their own interest, as a great deal of the business success of the present day goes by their favor, and it pays the majority of business men not to antagonize them too strongly. But why not be independent of the banks? Why devote any attention to lawmaking at all? The producers furnish all the security for the banks to issue currency on; why should they not furnish their currency as well? The banks are mere parasites on industry at the very best, and so far as motive is concerned their interests are directly antagonistic to the interests of the producers of wealth. It is to the interest of producers to have a plentiful supply of money and a low rate of interest. It is to the interest of the bankers to limit the supply of money as closely as possible, so as to exact as high a tribute (commercial interest) as possible for its use. The Labor Exchange furnishes the means whereby the producers may issue and control their own circulating medium, and relieves them from the payment of tribute to a parasitic class of money lenders. It begins by repudiating the legal tender superstition. It issues certificates of deposit to its members to the market value of the wealth deposited by them, or of the services performed for the association in any productive enterprise in which it may be engaged. The members sign an obligation to accept these certificates as full payment for all claims which they may have against any of the other members or against the association, and to enforce the payment of no claim in legal tender money. These certificates bear no interest, but are issued at actual cost of service. They are thus not useful to be hoarded, and can not be tied up, but can only be used to effect the exchange and promote the active circulation of commodities. Take the following case in illustration of methods:

Here, we will say, is the owner of a quantity of grain. He deposits it in an elevator and receives a receipt for it. This warehouse receipt is evidence of the fact that he is the owner of so much wealth; it is a certificate of his credit. But he cannot circulate this certificate of credit generally so as to procure the other forms of wealth which he may need. He, therefore, goes to a banker and pawns his certificate of credit for a certificate of the banker's credit, paying interest for the use of the same. He does this because the certificate of the banker's credit is more valuable for use than his own; it will circulate where his own would not. But it is evident that, no matter what use he may make of the credit borrowed from the banker, this man's grain deposited in the elevator, his own credit, is the basis of the transaction.

Now, if this man could circulate his own certificate of credit directly, so as to make it serve him the same purpose as does the certificate of banker's credit which he borrows, he would be relieved from the necessity to pay interest; and if everybody else could do likewise, commercial interest must be utterly destroyed and the producers of wealth be the gainers by the whole amount. This is exactly what the Labor Exchange enables this man to do. It says that this interest payment for the use of banker's credit is mere robbery; that the utilization of banker's credit for exchange purposes is an entirely useless proceeding. It says that this man's own credit is just as much entitled to circulate in exchange for commodities as is the banker's credit, and it furnishes the means whereby this may be done. The Exchange gives this man a certificate of deposit which circulates directly, the same as ordinary currency, and as it treats all of its depositors alike it thus furnishes a volume of currency always equal in extent to the whole volume of wealth produced, and of which such volume of wealth constitutes the base. There can, therefore, never be such a thing as a stringency of currency, and all the transactions of commerce will be effected on a strictly cash basis. The first step after the organization of a branch is the establishment of a central depot — Exchange store — where articles of wealth may be deposited by the members and the various exchanges easily effected. The members receive a check, or receipt, for the articles of wealth deposited. This check acknowledges the receipt of goods to a certain value, and entitles its holder to receive anything which may be on deposit of equal value. The system is thus a perfected system of barter. It is barter with its inconvenient features removed. Any member of the Exchange will accept this check in payment for products or services, the same as legal tender money, and many outsiders are only too glad to accept it as soon as it becomes clear to them that it is just as good as gold to use in the payment of services rendered by members of the Exchange, or for the procurement of such articles of wealth as they may need from the Exchange store. Every time one of these checks changes hands it is endorsed, the same as a bank check, and when it returns to the depository it is redeemed with goods and cancelled. As the medium of exchange always equals the demand for it, as it is obtainable without interest, and as the middleman's profit is eliminated, there is no tribute paid to outsiders, and each producer gets, either directly or indirectly, the full value of his products. Every transaction is on a strictly cash basis, and such a thing as a bad debt is unknown. So long as a

branch keeps within its charter no earthly power can crush it, because every dollar check in circulation has at least a dollar's worth of wealth behind it for its redemption. The Exchange buys land, machinery, material, etc., paying for them in this scrip. Its charter does not allow it to go in debt nor to mortgage any of its property, so that the capitalists have no means of crushing it. As soon as possible all of the idle members are set to work producing everything that the members may need. They are paid in this scrip, and can either pay it away to other members, to outsiders who agree to receive it, or redeem it at the depository for whatever they may need. Instead of returning the bulk of its accumulations to members in the form of dividends, thus enabling them to work for capitalists at lower wages, as is the case with ordinary joint-stock concerns, the Exchange retains the whole of such accumulations and uses them for the purpose of opening up opportunities for the employment of labor. It is thus quickly enabled to obtain possession of the means of production in the interest of its members, and to set more of them to producing. The Exchange takes the unemployed and furnishes the means whereby they may be set to work and become self-sustaining. Its aim is to operate productive industries of all sorts, and by combining their efforts in the Exchange the unemployed, instead of competing in the labor market with those who are still at work for capitalists, thus holding wages down to the bare subsistence point, will work for the Exchange for the highest possible

wages, or work for themselves and sell their product to the Exchange for whatever it is worth. And here is where the Exchange renders important service to the trade union movement. It aids the cause of trade unionism in the most practical way possible, because, by furnishing work to the unemployed and thus rendering competition in the labor market less intense, it enables those who are in employment to maintain their positions, and raises the standard of living of the entire working class. There are no dues. One dollar pays for a life membership, and wherever there is a branch already established this dollar may be paid in labor or its products as well as in legal tender money. Money is, in fact, treated exactly like any other commodity, being received on deposit at its face value and certificates issued against it the same as against any form of wealth. All are eligible to membership, regardless of sex, creed, color, race or nationality, except the idlers and speculators, and there is absolutely no inducement for the latter to join, because they would surely starve to death under the Exchange plan of operations, as no person may draw out more than the equivalent in value of that which he or she has previously put in. This is the most practical plan of co-operation that has yet been advanced.

NOTE—In my article on machinery, published in the April CONDUCTOR, the printer made me say, in introducing a quotation from the writings of Mill, "Less than a *century* ago . . . John Sturt Mill, etc." It should read, "Less than a *generation* ago."

PATERNALISTIC EDUCATION.

BY JOSE GROS.

One of the great words which few men have ever seen fit to understand, and the meaning of which all nations have repudiated, is justice. Thomas Carlyle has spoken of it as follows: "In this, God's world, with its wild whirling eddies and mad foam oceans, where men and nations perish as if without laws, and judgment for an unjust thing is sternly delayed, dost thou think that there is, therefore, no justice? It is what the fool hast said in his heart. I tell you again, there is nothing else but justice. And what men call success in all their grand and most brilliant undertakings, is no success at all when there is no justice about it." We should remember that most men have always given to that word a harsh, unsympathetic meaning, so much so, that the statue of justice is made to represent a blind human form, a species of deity that has no eyes to

see anything, and acts without pity, without remorse, without discrimination, to simply justify human infatuations, pride and self-conceit. How many murderous wars have been fought in the name of justice! How much injustice, cruelty and destruction have been perpetrated in order to sanctify what men have usually called justice! In the old mother languages the word justice is synonym of righteousness. If there is any difference between the two, in modern parlance, we owe it to our hair splitting theologians, with far more sentiment than sense or logic. And the fact is, that we have no natural perception of anything between right or wrong, just or unjust, beneficent or injurious, in the long run; nothing that may not tend to send the human race upwards or downwards. There is nothing at all neutral in nature.

Why should we assume justice to be blind, unless we want to make it the symbol of our own passions and impulses? And that is what human justice has always been among nations, among classes, among men. Justice, the synonym of righteousness, without which love itself is nothing but a negation, and religion nothing but fanaticism or hypocrisy; justice, far from being blind, should have eyes bright enough to take cognizance of all the forces in creation, or as much as possible, in order to properly connect causes and effects, and thus apprehend truth in its simplicity, as applicable to our human relations on earth. Don't you see that without that life is bound to be a miserable failure, and men shall remain the victims of their low and selfish perceptions, as they have been so far?

Look now at the very results and developments which apparently glorify our modern civilization. We refer to our many wealthy churches, our magnificent public school system, our richly endowed universities, and finely, as well as elaborately, conducted beneficent establishments for all imaginable sufferers through poverty, disease, etc. But why should we have so much poverty and disease to be taken care of at public or private expense? And why should the workers, the producers of all wealth, have to be educated with the public funds, through taxation? And why should that education be fixed up and controlled by the ruling classes, by the very men who control the wealth of the nation and determine the conditions on which 90 or 95 per cent shall live, and work, and die, under the flag which is supposed to be the emblem of freedom? It is the emblem of course; but is it the reality, too? It can hardly be that as long as nineteen out of twenty family groups cannot earn sufficient to properly feed themselves and much less to pay for the education of their own children, and have nothing to say about how they shall be educated. The latter is the much more fatal element of all. Let us study this question a little carefully, and without any silly attachment to our old traditions on the subject.

The idea of the state furnishing education for the working masses, too poor to pay themselves for it, as the upper classes do, that idea is very noble, at first sight. Well, education is the food of the mind. Why should the state pay for mental food any more than for the physical one of the working masses? Why should the working masses be poor? Ah! there is the rub. The state is willing to assume that those who produce most of the wealth of the nation are poor because of their ignorance, and century after century the working masses remain both poor and ignorant,

the former because of the latter. Evidently the state has never yet furnished good education. If it had, the working people would have long ago become educated enough to retain the wealth they produce, and so they would be rich, since the wealth they produce is about all that there is to be had in the whole nation or social compact anywhere on the face of the globe.

It looks as if we had now come across the paradox that the state has assumed a duty for which the state is not fitted at all, since the workers are forever poor because forever ignorant, forever the victims of forces they cannot control, and through which most of the wealth they produce glides off into the hands of the few who have never produced it, as a grand totality. A few exceptions will not alter the case. Truth can only be apprehended by grasping the general results arising from certain causes in connection with eternal justice.

The last two words give us the key to the solution. States or governments have never even attempted to abide by eternal justice. They have preferred a justice of their own make, that blind human justice of ours, and that is the kind they have incorporated in their methods of education. No wonder that state education has always been a miserable stuff, unable to develop a real citizenship among the workers of nations. Look at the daily conflicts of our own so-called popular government. Was there ever a set of politicians who could more successfully play with millions of voters for over a century, as it has been the case with us in the United States? Including our colonial period, we have now bent all our efforts in popular education for over 250 years, and all that our voters can do is to go from one set of politicians to another set, and be constantly victimized by the one or the other, in all their social or industrial adjustments, and so to remain forever ignorant about the laws that would enable them to retain the wealth they produce. The reason for that is plain enough. The state has never taught men how to stand by laws of justice. But who is the state? Not the bulk of the men who produce wealth, but the bulk of those who accumulate wealth.

It looks as if we were about to touch the bottom of the problem we are trying to handle. Political institutions have varied considerably in the last 3,000 years, as a matter of mechanical adjustments and details; but what of that, if back of them you don't find the moral law of eternal justice? Just as well lean on a reed as a help to climb the Alps, as to expect any success on national healthy development by simply relying on institutions which fail to accept the moral law

with its unchangeable connections of causes and effects.

Up to two or three centuries ago education was limited to a few men, and ignorance in forms the most crude and absolute prevailed among 99 per cent of the race. For at least fifty years all civilized nations have extended education among 40 or 50 per cent, and, on this side of the Atlantic, to 80 per cent, for over two centuries: but again, what of that, if education is only made to inculcate respect for the morality of human laws with their eternally changing forms, and not for the laws of God in nature, which are eternally the same? Don't you see that we keep leaning on the perishable, and never on the eternal? That explains the crooked course of all civilizations under despotisms or so-called popular institutions, and no matter how educated the latter may be. About five degrees of education with but two of fundamental moral perceptions would work much better than ninety degrees of education and but one degree of fundamental morality for our guidance as citizens of nations.

Suppose we take a rough inventory of all the resources we have accumulated and the devices we have contrived against the endless manifestations of our social evils. Let us limit the list to our own nation, with her, say, 10,000 cathedrals, 100,000 churches and chapels, 5,000 universities, 200,000 schools and 50,000 hospitals, asylums, and the like. Add to all that 5,000,000 estimated active church members constantly bent upon religious propaganda, charity undertakings, etc. And what about the hundreds of religious papers with their enormous circulation, millions of copies week after week, year in year out? And we should not forget the great number of secular organizations, each one battling for the suppression of a certain given evil. And what do we accomplish with all that? Are not fundamental

evils on the increase all the time? Is not the struggle for existence harder to-day than ever, even for those who are relatively well off? Was the problem of the unemployed in existence fifty years ago, anywhere on earth, to the extent it is everywhere to-day? And we cannot even conceive of any more fatal evil than that of men unable to find work or unwilling to get it. If you prefer the latter horn of the dilemma, so much the worse for the civilization we brag about, and the greater the shame for the churches, schools, universities, with their large endowments, etc.

The public school, supported by public funds, at the bottom; the universities, at least partly supported by the charity of the very wealthy, at the top, and the churches between the two, or above everything, if you like. There must be some good reason for fundamental evils to rise in spite of all of that. The reason we suggest is that of "Paternalistic Education," religious as well as civil, by church and state, resting on charity, public or private, through taxation (forced charity), or private (free) charity, in all cases overlooking eternal justice!

The cathedral and the chapel, the university and the school, the church and the state, limit their efforts to inculcate respect for human laws or human justice, and neglect or refuse to stand by the ethics and freedom of God's laws as revealed in nature, proclaimed by Jehovah, and preached by Christ.

Education shall be paternalistic, and as such, remain on a low, miserable, animal level, as long as we fail to teach men how to repudiate all laws of privilege or monopoly, to be replaced by enactments resting on the spirit of universal brotherhood and not on that of banditism, as it is the case with our laws to-day, as much so as ever before, in essence if not in form.

HOWARD'S WIFE.

A CONDUCTOR'S STORY.

BY MRS. E. T. HAGGIN.

"Yes, sir, I am a railroad man, and a bachelor, inconsistent as the fact may seem. There is a story connected with the cause—what bachelor has not a story? And as it wants an hour to train time, I'll tell it."

"You doubtless remember the Des Moines river disaster, in which the bridge gave way under twelve passenger coaches. You do. Well, the heroic young conductor who succeeded in saving so many lives—his wife and infant son among the

number, but lost his own—was my dearest friend.

Some eight years ago I was placed in charge of a passenger train on the north division of the M. K. & T. The brakeman I found there, Howard Wilworth, was a frank, intelligent young man. I had known him but an hour when we became friends for a life time. He stood well with the officials, and was most popular with the employes on the road, and I was not surprised when the superintendent spoke of promoting him to a conduc-

torship, but I was surprised at Howard refusing to accept the position. I took the liberty of remonstrating with him. He looked confused for a moment, then his old, bright manner returned, while he held out his hand.

"Joe, my friend," he said, "forgive me for keeping a secret from you. I intended telling you soon. The truth is, old fellow, I am going to be married in a month's time. My future wife's mother is a widow and alone, but for this daughter, and I cannot separate them. I am offered a train on a different road, that will enable the two to remain together."

To say this news rather took away my breath by its unexpectedness, would but feebly express my surprise. However, in a few moments I asked about the future wife.

"I have her picture here," said my friend, taking a small locket from his pocket. The picture I saw was a pearl type of the softest finest workmanship, a sweet face fair and laughing, yet the perfect features and contour struck me less than the pure, womanly character that shone out from dark eyes and perfect crimson mouth. I looked my admiration as I silently placed the locket in Howard's hand.

"You like it, Joe?" His voice was tremulous with emotion.

"It is the most beautiful face I have ever seen," I answered. "If I had met such a woman and she had taken me for better or worse, I would now be a happier man."

A feeling of sadness came over me, and my friend understanding it, answered lightly.

"The life of a railroad man is uncertain, Joe, to say the least of it, and some time in the future you may have the pleasure of asking the hand of Mrs. Howard Wilworth. It will be madness to ask her heart, old fellow, that will be with me, dead or alive."

"Should such an opportunity offer itself," I answered, "be assured I will give Mrs. W. the liberty of refusing or accepting your most obedient—"

Business called us apart then and no more was said on the subject.

A few weeks later Howard bade me goodbye, a sad goodbye, for I have said he was my friend—the dearest I have had since my mother died, years ago.

Letters came announcing his marriage, and full of one theme—his beautiful Madeline.

I continued to hear often up to the time of his death. One letter reached me after that from his wife. "It was her husband's wish," she wrote, "before he died that I should know their infant boy bore my name, and begged that I would ac-

cept the enclosed picture of the little fellow." It was a short letter, delicately written. I answered. That was the limit of our correspondence.

Some four years passed. I was no longer the wild, careless fellow, the Joe Stanton that Howard knew. I grew quieter, graver, as the years rolled by.

One disagreeable day in the month of August I was running from Booneville to Sedalia, when at some small station a woman got on with three small children, the youngest about eight months old. As soon as we started the child grew fretful and became more so as we proceeded. I can usually be successful at quieting cross babies on the train, but I had to confess that my efforts were fruitless on that occasion. The child continued its loud crying. Several ladies on board tried, in little womanly ways, to divert its attention with fruits and candies, to no purpose.

The pitiful young mother, with flaming cheeks, and hair tossed and awry, endeavored in every manner to hush its cries, then grew indignant with the passengers, who, growing tired with the din, leaned back, some with meek looks of resignation on their faces, some with ridicule and laughter, and not a few grumbled aloud their opinion of "women who would travel with cross babies."

At Parsons I stepped off to assist a lady on. She was dressed in mourning, a thick veil concealing her features. When we again started the baby renewed its screams with fresh vigor, and the poor mother now repelled all offers of assistance. Things were growing desperate, when the lady I mentioned as getting on at Parsons, arose and went straight to the mother. You may be sure we were all interested in any move in that direction. She put back her veil and the passengers saw a sweet-faced woman with sad eyes. I saw my friend's wife, Madeline Wilworth.

Sir, I am a great traveler, have been all my life, have lolled away long idle days talking nonsense and flirting with spoiled beauties of society, but never, sir, have I seen a face of such exquisite beauty, since I saw the portrait Howard showed me years ago, till I saw the original that August day.

The emigrant woman must have felt the spell of those wonderful eyes, for when Mrs. Wilworth said in a low, clear voice, "Won't you let me try to quiet the little one," she placed the child in her arms, with a look of rest on her poor, harassed face. Mrs. Wilworth petted and soothed it, bathed its tear-stained, fevered face until it looked up with a smile, to its new friend's face, and lying back in her arms, slept.

There was a strange sense of agitation about

me when I approached Mrs. Wilworth's seat, as I collected fares. She looked up at me as she held out her ticket. I took her hand as well as ticket, while I said eagerly, "are you not Howard's widow?"

"Yes," she said, "and you are, you must be, his old friend, Joe Stanton."

I talked an hour with Mrs. Wilworth. I think I must have learned to love her years before. I am certain I loved her then, as I sat and listened to her low voice, as she told me of Howard's death, and of their beautiful baby boy, who so soon followed his father; loved her intensely, as man does when the grand passion comes late in life. For once, passengers, time, all was unheeded, while I dreamed my dream. Night had settled down. We were on a down grade making good time, when suddenly, as such things happen, a jar was felt throughout the train, followed by a crash and screams of women and children. I sprang to my feet, grasping Mrs. Wilworth by the arm, but was thrown violently back, while the blackness of the grave shut everything from my view. It was three weeks, sir, before I knew anything again.

One sweet day in September I awoke from the stupor that held me, awoke with a feeling of rest and peace pervading my senses. I opened my eyes and found myself in a large, low-roofed, but airy room; it was scantily furnished, but faultlessly clean; the windows were curtained by clinging vines of jessamine and rose. A small table by my bed held a bouquet of sweet, old-fashioned flowers, a large package of letters which I saw were directed to me, and a family Bible. It seemed to be about the middle of the afternoon; I could hear the drowsy hum of the bees outside, and the "swish" of the mower's scythe a short distance away. Involuntarily I closed my eyes, it was so sweet, so restful. There was only one name on my lips, one vision on my heart, that could complete the serenity of the scene. I felt a

cool hand on my forehead, and looking up found the picture complete. She was there. Sitting beside me, in that flower-scented room, she told me all that had transpired while the stupor held; of the wreck, and how I had been dragged out from the debris, and brought to this near farm house of the good old farmer and wife, who had bestowed upon me, such unceasing attention; of the number of passengers who were killed by the disaster, and last of all, the death of the poor emigrant woman, who, in her last moment, gave her surviving babe to her, and begged that she keep the little one she had hushed that day to sleep.

"Oh, my friend," she said, "certainly God created from that desolation, some good for me. He gave that orphan waif to cheer my future years. I was lonely, indeed, before."

I looked into her face, grown paler than when I had seen it last, grown so from care of me, and an unspeakable longing came over me, to myself cheer her future with my love. I took the little white hand that lay on the coverlet in mine, and while the bees hummed drowsily outside and the scythe sounded dreamily, I asked Howard's wife to be mine.

There was a death-like silence for a moment, then Madeline arose and answered me in her low, sad voice.

"No, my friend, and Howard's friend, it can never be, you have my warmest friendship, but I can never be other than Howard's wife."

Well, sir, I loved her then, I love her now. Twice since that September day I have asked her the same question, and twice received the same sad answer.

Now you will laugh and declare that to be the reason a great many men are bachelors, the women they want will not be their wives. But that is my story, sir, and here comes my train. Good afternoon, sir."

Los Angeles, Cal.



CHRISTIAN ETHICS AND THE LABOR PROBLEM.

BY W. H. STUART.

The labor problem is the most important that can engage the human mind. It underlies all others. I know this assertion will meet with prompt protest. It will be contended that the problem of the soul and its future destiny, must necessarily be of infinitely greater importance than those of this world. But, suppose it can be shown that the destiny of the immortal soul is to a great extent decided by the conditions that environ the mortal body in this life. Is this not true? Can it be asserted that a life of poverty and ignorance; of constant struggle against hunger, cold and nakedness, is equally as conducive to piety, and to things that concern the spiritual welfare, as a life of comfort and competence? Must it not be admitted that millions of those who live in christian countries, are forced, through bad economic conditions, to live lives that are low and degrading; that compel them to engage in an unending struggle for the barest necessities of a material existence that entirely unfits them to cultivate, or even understand, the higher aspirations of the human mind?

But, we have testimony, both from the materialistic and christian schools of philosophy, to support this view.

Karl Marx, whom I regard as the greatest of modern political economists, lays it down as the fundamental axiom of sociology, that the economic condition of a people corresponds with absolute exactness to their social and intellectual condition; that every intellectual and moral advance can be directly traced to an improvement in economic conditions. For instance, we cannot imagine the human race attaining any high degree of civilization before the discovery of the art of producing fire. Its discovery must have marked an epoch in the history of mankind. Similarly, the art of agriculture, by which the race was enabled to produce and store food for future use, without being dependent on the uncertainty of the chase, must have greatly affected the social and intellectual status of primitive man. Again, the change from stone and bone tools to bronze, and later to iron, must have made an enormous change in economic conditions that found expression in a corresponding improvement in the social and intellectual improvement of the race. Indeed, when we contrast savage with civilized races of the present time, we are at once struck with the difference in economic conditions. The Indian ryot and the Egyptian fellah still plow

the ground, as their ancestors did thousands of years ago, with the crotch of a tree drawn by an ox. Their intellectual condition shows as little change.

Coming home to our own time and people, we find that everywhere bad economic conditions find expression in a corresponding social and moral status. Poverty and vice; poverty and ignorance; poverty and low and degraded ideals, are inseparable. I am, of course, speaking of the average. Here and there, a few specially gifted with great will power, energy, and perhaps genius, will raise themselves from the lowest state into the highest, but they are merely the exceptions that prove the rule. I know of no better testimony than that furnished by General Booth, of the salvation army. The value of his testimony is not lessened by any opinion we may entertain as to the truth of religion, or the peculiar means employed by the salvation army. Forty years ago, a young man, his heart aflame with desire to save men's immortal souls, commenced his work in the slums of an English city. He believed that if the poverty-stricken outcasts could be reached by the saving grace of Christ; if they could be made to realize the eternity of bliss that would be their lot if they became converted to the religion of Jesus, that no poverty or privation; neither hunger, cold nor nakedness, would cause them to fall back into sin; that once "soundly saved" they would remain so, buoyed up and sustained by the certainty of the glorious future that awaited them when the few fleeting years of this life were ended. After an experience greater than any other living man, General Booth has recorded his deliberate opinion in his book, "Darkest England and the Way Out," that no permanent moral or religious improvement in man or woman of the poverty-stricken classes can be maintained unless accompanied by permanent improvement in their economic and social condition; that even when men and women are rescued from vice and immorality, and have experienced the saving grace of religion, and have beheld the vision of a glorious immortality, they will yet invariably sink back into vice and immorality if they are allowed to fall into their previous bad economic conditions. To permanently raise the "submerged tenth" to a condition that will at least equal the economic condition of a London cab horse, for he acutely remarks, that a cab horse has enough to eat and a shelter. General

Booth has appealed to the world, and particularly to England, to furnish him with means to start and maintain great schemes of social improvement. Observe, that General Booth is neither a philanthropist nor a humanitarian, in the proper meaning of the term. His mission is merely to save souls, affairs of this world, *per se*, are to him too trivial for serious attention. If poverty was conducive to piety and salvation, he would passionately implore heaven to bless us with poverty as the greatest boon to a sinful world. Yet, for the purpose of saving immortal souls, he has been compelled to first save their mortal bodies, and to keep them saved. A despiser of worldly things, he has been compelled to inaugurate gigantic schemes for social amelioration, as a condition precedent to saving immortal souls!

The evidence is conclusive, that the existence of poverty among large masses of people, is incompatible with the attainment of any high ideal of moral and intellectual elevation. It may be laid down as an incontestable proposition, that no problem affecting the permanent welfare of humanity can be adequately solved, until the economic problem is solved. No more ignorant or pernicious superstition can be taught or believed in, than, that man's moral, intellectual, or spiritual welfare and improvement are independent of his economic environment. Such a doctrine is only taught by those who are inexcusably ignorant, and by a class of christian preachers who urge it as a reason for their indifference to the cry of suffering humanity.

This leads us to the inquiry: is the poverty of the people inevitable? Is it true that nature is a niggard, incapable of furnishing her children with the means necessary for a wholesome and complete life? Has the earth lost its old time fertility, or, has population so pressed on subsistence that there is no longer a plate on nature's board for the newcomer, who comes to an unbidden feast? No, nature is not a niggard, nor has the fertility of the soil lessened, nor has population so increased that the land is insufficient to furnish all an ample sustenance. On the contrary, science has enabled us to increase the fertility of the soil many fold. There is land in abundance to support in plenty fifty times the present population of the earth. There is not a country whose soil would not support from five to five hundred times its present population. The soil of England, densely as we think that country populated, is capable of maintaining a population of two hundred millions. While our own country could support in plenty the entire population of the earth. This state (California) has sufficient soil and area to support in abundance

the seventy millions of our population. Less than seven per cent of our land is in actual use.

Aristotle declared that slavery was necessary, because only through the poverty of great masses of people was it possible that a few could have leisure to seek knowledge and thereby promote human advancement and intellectual and moral growth. Is this the same reason that would justify poverty in our day? No, for science and invention, steam and electricity, have increased the productive power of labor more than one hundred fold since Aristotle's time. Prof. J. Thorold Rogers, the greatest of all authorities, informs us in his book: "Six Centuries of Work and Wages," that the golden age of the English workingman, measured by the purchasing power of his wages, was the fifteenth century. And yet, the productive power of labor in England to day, as compared with the fifteenth century, is nearly as great as the difference between the productive power of an Indian ryot, or an Egyptian fellah, and an American. Labor power has increased since the fifteenth century, probably fifty fold. Since that time steam and electricity have been employed to move most wonderful machinery that enables us to produce wealth beyond the wildest dreams of a fifteenth century Utopian. If Aristotle should revisit this earth, and was informed that one man could now produce as much wealth as an hundred could in his day, would not his exclamation be, "then poverty is no more, every human being must have all and more than he can possibly consume!" Alas, in the midst of our boasted christian civilization; amid such wealth as the world has never before witnessed, may be found poverty as degrading, and almost as hopeless, as existed among the helots of Greece two thousand years ago.

To what cause, then, can we ascribe the continued poverty of the great mass of the people, while an insignificant minority, in numbers, are able to absorb the surplus wealth that labor produces? Why is it, that those who produce everything can only obtain a bare subsistence, while those who do no productive labor, roll in unearned wealth? There is only one answer to the query, and only one remedy. Throughout all ages of the world, and during all past economic systems, including the present one, the able, strong, cunning and unscrupulous few, have preyed on the ignorance, credulity and weakness of the many. In primitive ages the physically strong and cunning despoiled the weaker by brute force. The superior savage captured and eat his adversary; later, as economic conditions improved, he killed, but did not eat his captive. Still later, as nomadic tribes settled down to

agriculture and a chosen habitat, captives in war were made slaves, and were forced to support their conquerors. From eating his adversary, man has advanced, until in this refined age we merely live on the substance of the modern wage slave. We no longer eat the man, we only eat what the man produces. Under slavery the robbery of labor was open and undisguised. The slave was compelled to work for his master, who gave him back of what he produced sufficient to live, the surplus he retained for his own use.

Under feudalism the condition of the slave improved. While tied to the soil, and to the service of a master, he yet acquired rights to the use of the soil from which custom made it difficult to dispossess him. Having performed certain services for his master, he was permitted to till the soil, or engage in other work for his personal advantage. Feudalism and serfdom was succeeded by our present system of free contract and competitive industry. This was a great advance. Man also began to acquire political rights. He commenced to have some voice in shaping the conditions that environed him. Under the guild system a certain rude justice obtained. Competition, as we have it, was unknown. The rights of the employer and the employed were strictly guarded. Anything like exploitation of labor was impossible. An employer was himself a laborer, who, if he acquired anything over the average, did so as the result of superior energy, industry or skill. Regrating, forestalling, or cornering, was forbidden; and severely dealt with when discovered. Each workman owned the tools of his trade. The weaver, for instance, bought the wool from the farmer. It was carded, spun and woven by himself and family, and perhaps an apprentice or two. He owned the product and exchanged it directly to the consumer for other products or commodities which he needed. But machines were invented. The spinning jenny, the self acting mule, the power loom. Immense factories arose, furnished with those mighty inventions propelled by steam power. The days of the hand loom weavers were soon numbered. He was driven to the wall in unavailing competition with the owner of the huge factory. He became divorced from the means of making an independent living. Under the change in economic conditions he was forced to sell his labor to the capitalist owner of the factory for a wage that represented, not the increased productivity of his labor, but merely his necessities. He sank into the condition of a wage-slave, hunger a good substitute for the lash. One man under the new conditions was able to do the work that formerly required an hundred; and in some cases a thou-

and. Did the condition of the worker improve in the same ratio? No! On the contrary, his condition became worse. Wealth increased in that ratio, "by leaps and bounds;" by "thousands per cent," as one capitalist expressed it. Labor that created all this wealth became a mere "commodity," subject to the laws of supply and demand that governed all other commodities. Wages was fixed, not in the ratio of labor's ability to produce wealth, but by fierce competition among those whose only capital was their labor power, which they were forced to sell quickly or starve. Wages meant merely sufficient to maintain the lowest standard of living that the wage slave would accept and consent to reproduce his kind. Wage slavery consists, not in the fact that a man has to work for small pay, but in the fact that the wage he receives bears no just ratio to the wealth-producing value of his labor. A Chinaman who works for ten cents a day in his own country, is less a wage slave than the American who receives one dollar. The Chinaman's wage of ten cents bears a juster ratio to the value of his labor than does the wage of the American. The Chinaman is still plowing with a crooked stick, drawn by his cow, or his cow and wife yoked together, while in America gang plows drawn by a traction engine, increase the productive labor of an American to equal one hundred Chinamen in China. The labor of the American is one hundred times more productive, but his pay is only ten, or perhaps twenty times as much. The owner of the gang plow, like the owner of the cloth factory, is enabled to absorb nearly all the increase in the productive power of human labor.

Private ownership of land compels the landless to pay a continued and constantly increasing tribute to the useless monopolizer of nature's bounties. Private ownership of the modern tools of production, enables a useless capitalist class to exact as a tribute, in the shape of interest, all over a bare subsistence to the wage slave. While an army of useless middlemen fasten like leaches to competitive industry and prey on honest toil. Under modern conditions, wealth, when produced by labor, is appropriated by rent, interest, profits, and wages. The amount going to the first three factors may greatly vary. In one case it may be the land owner who absorbs nearly all surplus wealth. In another case it may be the capitalist, who in the shape of "interest," skims off all over the wages of labor. Or it may be the "profit" of a useless middleman that keeps the wages of labor to the minimum. But however much these factors may vary in the respective share they absorb, the share of "wages"

is not affected. The share going to wages is governed by an economic law, known to economists as the "iron law of wages," which may be expressed by the formula, that under competitive conditions wages continually tend to the minimum upon which the laborer will consent to reproduce. That is to say, that under modern economic conditions the cost of producing wealth is mostly the cost of subsistence, according to the standard of living of the laborer that produces this wealth. Suppose you desire to build a railroad or a factory, you by no means are compelled to give an equivalent value in wealth for that produced by the railroad or factory builders; you merely give as much in wages as will provide your workers with the average living; all value over that you may absorb in the shape of "rent of ability,"

and after your railroad is built and in operation you can continue to absorb in the shape of "interest" on your investment, all that the "traffic will bear," from your customers, and from your employes, all over the minimum wage, which they will accept in preference to starving. This is modern competition and free contract. It is said that the condition of the laborer is improving; that he is sharing in the increased productive power made possible by modern machinery and processes. I have already quoted Prof. Rogers against this assertion. But admitting it to be true, as compared with the increase of productive power, the share that goes to the real producer in wages is a continually diminishing portion.

(TO BE CONTINUED).

ONE WAY OF LIFE.

BY FRANK A. MYERS.

It is entirely possible that Grace Welton is one of the most independent girls that ever was, shrewd, bright, strong, pretty. Sometimes a little plain, still she is loved, even for that. There is a breezy air about her, and her natty figure is strikingly attractive. The daughter of Lafe Welton, one of the most honored conductors on the whole system, a man the head and front of his division of O. R. C., she went in the very best society. And Grace is a great reader. When this story, which is from her own lips, is finished, she shall read it and mark out what she thinks ought not "to go"—except what is written about herself; not a word of that will be taken back. Rather than argue about it we will say to her, we will expunge it, but we will not just the same. For we love her.

Next door to the Weltons, live the Kosters. Flagrantly rich, they occupy one-fourth of the block, in the center of which stands their stately pile. They are rich snobs, with a sort of patent, home made refinement, and uncultured. As Grace Welton put it in her original way, "they didn't know they weren't sensible." Grace penetrated them deeper than they knew themselves. Their origin ran back into doubt somewhere, and their riches had come something like that to the snobs in Buntling Ball. "Snobocracy! Oh my!" was Grace's significant comment; "Of all vulgar people, the vulgar rich are the worst."

They have a coachman. His name is Salvo Hattery. His German origin acts his use of

"th" in English. But he is a half dudy-acting and dudy-looking sort of fellow, tall and well-built, and not wholly disfigured, with a foreign cast in his face. His little sharp eyes are cunning rather than shrewd.

There are two daughters and two sons in the Koster family, and their domestic ethics are not so fine-spun as to exclude the luxury of wordy contention. The "old folks"—parents of the younger stock of Kosters—wanted their children to be swell.

Victorien Koster, the principal one of the family concerned in this story, is a sort of Dodo, as depicted in the style of to-day by E. F. Benson. A stout girl, fussily dressy, attended by servants, she knows not what life is, but she imagines she does. Neither her intelligence nor pretensions can be complimented, but she thinks they can be. It's not worth while to break the illusion. For two years Victorien has been saying she is only twenty years old, and has not grown a day older since, and she declares she can prove it, and this is her proof:

"Everybody says I look younger than I did two years ago."

This reason was very amusing to Grace, and she and Henry Dana had a big laugh over it. Indeed, the whole family is a sort of Artemus Ward joke to her, a Joe Miller jest, and especially Victorien, a willful, original creature. This daughter of her neighbor is not beautiful, nor is she vulgarly plain—"just betwixt and between," as Grace

says. And as to a witticism or a joke, or anything else for that matter, the less point there is about it the more there is in it for her. Unlike Grace, who is plain, but who never argues with her home people, and who always agrees in all things, Victorien is a standing block of contention at home, agreeing to nothing and turning about in her position in a minute if others agree with her. And then it is so incomprehensible to her that others are always quarreling with her and she never quarrels with anybody. She recovered from a family battle as quickly as the last shot was fired. She rode a bicycle, and loved a "good square meal." Her do-as-I-please disposition was a never-ending source of mirth to Grace.

The younger sister, Julia, is pretty, with dark brown eyes and hair, and an olive complexion, and she is quick and penetrating. Her little eyes snap with vim and intelligence. She often ran in without any formality, to see Grace and "talk" to her; by "talk" she meant advise. So Grace knew all about the affair from the start; and to be sure she told every blessed syllable of it to Henry Dana. It may be said in passing, once for all, that Henry is a man, and that means all the best you know about manhood; and his business is that of a conductor.

Grace was not wholly an unwilling witness of the gradual approach of the fiasco that fell at length on the family like a thunderbolt. Dark-eyed Julia suspected something, but not the worst, sometime before, but like an old person discreetly held her mouth. When Julia did begin to talk, Grace said she flung words with an appalling recklessness. Though Grace loved human affairs instead of visions and dreams and sentiments old as the hills, yet she was not a gossip. She was quite friendly, if not familiar, with Victorien, and often talked with her in the girl's odd way on the broad piazza of the Koster mansion as well as on the veranda of her own more modest and more tasty home.

"I'm no gossip," Grace said to herself many times in the language of strong emotion; "I despise the Mrs. Harrises. A Peeping Tom of Coventry, who opens the skeleton closets of others, is the meanest person alive."

One summer afternoon Grace was sitting at her window, dreaming idly over Riley's Armazindy, and she observed Victorien on her spirited horse "Vim," and the coachman, Salvo Hattery, go off for a ride. Grace's window was in the second story and overlooked the whole premises of the Kosters. To see Salvo ride up close to Victorien's side, instead of staying back as a coachman should do, provoked Grace's suspicions. It would anybody's. This was her first impression. And he

seemed to be in such desperately deep conversation to her, and even leaned over in speaking. When they returned, Grace noticed, when Victorien dismounted, that her riding habit was very dirty, and she knew Vim had thrown her off. Both Victorien and Salvo denied it to Jan Koster, father, and Margaret Koster, mother, for fear they would not be permitted to ride out together again. They were as secret as the grave. Victorien knew but too well the canons of society peremptorily forbid her course, and her father, since his wealth rested on him as an obligation, was a stickler for formal honor.

"Grace, you scamp, what did you see that for?" Grace said to herself, as Victorien went in like a bruised and sore person trying to disguise the painful fact. "I couldn't help it, could I. I didn't hunt it up to see it. Mark my words, I say there's something in the wind there. I know a hawk from a handsaw when I see them. Grace! Grace! shut your eyes! That's a romance you mustn't know anything about. But they are our neighbors! The more reason then to be silent. Of all people neighbors hate meddling neighbors. Mum's the word." And she closed Armazindy with a snap, as if to close out everything.

That evening Henry Dana, sitting on the veranda with Grace, said in his humorous way:

"I saw a girl and a man riding out the Plainville road along the tracks this afternoon, as I have seen them do before, and as we whirled by the girl's horse shied violently, and the girl tumbled off like a rubber ball."

"Victorien, I'll bet a pewter button," cried Grace. "I saw her dusty, dirty habit when she came home."

"I notice they always take the lonliest roads—nothing interesting—scarcely a bird or snake to be seen."

The next day Grace's window was up, and she overheard something. Julia and Arthur Young were preparing to mount, to ride with Victorien.

"Shall he go?" Julia asked bluntly, alluding to Salvo. She knew his going would be an affront to Arthur Young, their efficient escort on this occasion.

"Of course. He must go," answered Victorien.

"But we don't need him," said Julia sharply, looking at Victorien with a lowering brow. Victorien forgot herself, and turning to Salvo, asked with a soft smile:

"Isn't it so, Salvo, that we must take you along whether we have any one else or not?"

"Oh yes," said he glibly; "Oh yes; at the other large cities, the young ladies always take the groom along whether anyone else goes or not."

Julia insisted no more; but she was not com-

vinced. Some low-born cynic has said: "She's a woman, and you can't convince a woman." Grace always said this was a stock quotation from the devil's bible, and she is right.

Afterward Julia told Grace, in a confiding and angry mood, when starving for somebody to "talk" to, that "Vic and that coachman just made their horses creep. I begged 'em," she rattled off like a thread from a reel in a cotton mill, "I begged 'em to hurry up and have a gallop, but they wouldn't do it, and getting out of patience at last, Mr. Young and I galloped off together, leaving them behind alone. I don't know what to think of Vic."

Julia had gained her first suspicion. Grace did not say it, but she thought it "mighty strong," that it was just what they wanted, to be left behind. Julia's brown eyes snapped like fire-crackers as she said "that coachman," and her slipper came down with a bang, that appeared out of all proportion to its very diminutive size. Victorien's high qualifications, cultivated and native endowed, for a fight in which words were hurled like brickbats by a mob, were well known to Julia from sad experience, and she dared not say a word to her older and bigger sister about her suspicions and feelings. "That coachman," Julia went on, "is awfully cunning. It's impossible to think, what I see. That coachman played a trick on me, I know. To keep me from riding out with them, while practicing my saddle horse with a vengeance and teasing him into viciousness—all to keep me at home, you see—he fretted the poor beast till it stuck its head on glass in a window and cut itself awful bad. Then he sewed it up till it looked perfectly horrible. And when the horse got well again, he made the horse very sick, very sick, with something or other, and I couldn't ride. Strange, all this. I believe, Grace, he poisoned my dear, good horse, and kept it sick with his doses right along—I do sure."

"You tell me a strange story," was all Grace said by way of comment. Grace was too smart to "talk."

In a few days Grace was enabled to say to Henry Dana:

"The thing's moved up a notch or peg. It's progressing."

Before Henry came Julia rushed over, consumed with excitement, and in fire-hot words related as follows:

"It's come, I do believe—the worst. That coachman was driving papa to-day to the station, and as papa went to get out he struck the horses with the whip and made them jump forward, throwing my dear papa under the wheel and

dragging him. Think of it—dragging him. He is badly cut about the knees and had to go to bed. Papa said he was going to discharge him, and the impudent puppie said, whiningly, he was discontented and was going to leave anyway, but that he wouldn't leave till papa could get another one in his place. But papa told him he should not stay another day longer and should leave to-morrow. He wants to kill papa and through Vic get his money—I'm sure—O I know it"

"It is awful!" Grace said to her callow friend, who could not keep even her family secrets.

After Grace's suspicions were first aroused she saw Victorien go to the stables sometimes as much as six and seven times a day. Victorien said her horse, Vim, loved so to eat apples and candies. Finally Jan Koster forbid this, thinking the coachman was trying to weave a web around his daughter, who "is a very good girl."

Victorien, who was a rosy, plump girl, now began to grow thin and pale, and was "nervous and unhappy." One day as Victorien lay asleep on the couch, so Julia avouched, both parents wept over her decadence and deepening pallor. It seemed their daughter was going into a "general decline," for which there is no remedy.

It came when "that coachman" was dismissed. Sitting at her window, Grace saw the bubble collapse. She's talking to herself. Hear her soliloquy:

"I see Vic in the flower patch near the barn, picking pansies and talking to some one somewhere. I don't see anybody, but I'm as sure as I am that the dentist pull'd a tooth for me a week ago that its Salvo Hattery. See her pluck one, and then slowly raise up and talk. Humph! Pretty cute! The 'old folks' don't know it. It's said 'that coachman,' as Julia calls him, among his other possessions kept at the barn, took away twenty-five pairs of shoes when he left. And he was very particular about his clothes, since Koster paid for them, always ordering the very best, where Koster got his, and his chokers were always like his employer's. The tailor called Koster's attention to the fact that Salvo was not dressing as became a coachman, and Koster put his foot down on it. He paid his board, but hadn't anything in his room where he boarded. He did his own washing, I've seen from my high perch here, at the stables, and hung his clothes out to dry. Julia tells me he got \$60 a month and clothes. He's an economical German fellow, he is, and I'll bet has money laid away. See Vic pull those poses. If he's in the stable, and I've no doubt of it in the wide world, it is a clandestine visit. I'd like to know what they're saying—no I wouldn't. Grace, you little fool, you know

you don't want to hear a word, not a word, they say; you know you don't. Vic, you look nervous and restless. Something in the wind, sure. Julia said that yesterday Vic said she wanted to go to a convent, and the old gent replied that he'd rather have her do that than have her have anything to do with 'that coachman,' who was nothing but a baboon. 'That coachman' bobs up serenely in this snobby family. When the old gent called him a baboon that was too much for the high-strung Vic, and she let him know that Salvo had always treated her and spoken to her like a gentleman. Then Vic got sullenly sulky and would treat with them no more. I agree with myself perfectly in the belief that 'that coachman' wants Vic's money. Besides it's a great catch and step-up for him. I wouldn't be at all surprised, from the way she looks, and her manner, down there among the flowers, if they are planning to escape together. Putting all things together it looks that way, I should say."

After a while Grace saw Victorien enter the house, and looking around for a reason, saw the mother on the rear porch. After some minutes Grace saw the wily, willful girl go toward the barn with the green parrot on her shoulder, and she petted her favorite horse over the fence, and talked, ostensibly to the parrot, but really to Salvo, who was ambushed behind a tree over the garden fence. He was talking to the girl when the coast was clear. It seems the other servants knew something was going on, but it was worth as much as their heads to speak one word.

Now the girl turned away from the horse and went into the house. Grace saw the coachman sneak away. He was clad in a brand new suit of clothes, and looked *distingue*, like a new United States self-made senator, Grace owned, but it didn't quite keep the coachman from shining through.

In the house, Victorien asked for the key to the closet containing her Parisian dresses. At this moment she had on only a blue and white checked gingham dress, old slippers, and no hat. She went to her room, which she had lately selected, in the rear of the house. She threw out of the window a gingham dress, white and black cross-barred, a poke bonnet, and a pair of new shoes, and she encased her feet in a light pair of high-heeled bronzed slippers. Then she went down stairs to the laundry, where she put on the second gingham gown over the other. In place of a collar, she tied a folded white handkerchief around her neck. The servants looked on in mute astonishment, nor daring, for their lives, to say anything, and they rushed around right and left for hairpins to fix up their mistress' hair, which was all coming down. Demandingly Victorien asked for a veil, but none of them had any. Finally, she went away toward the barn, saying to the curious gaping menials that she was going over to the school to meet her sister Julia. It was singular she should wear her light, bronzed slippers, and carry the button shoes in her hand.

When the feminine goods came sauntering through the window and quickly took a wild dash to the ground, Grace knew what was what. And when she saw Victorien trip with a strange, defiant demeanor toward the barn, the itch to "see" got the better of her, and she was confidential enough with herself to confess her curiosity at that extreme instant. Something was going on at the money-proud neighbors.

At the back of the garden, Victorien met "that coachman," and he, quite ungracefully, helped her over the whitewashed fence. With vulgar haste they disappeared in the direction of the station.

[TO BE CONTINUED.]

OUR NEW YORK LETTER.

One subject alone engrosses the mind of Gotham, to the exclusion of everything else—the famous (or notorious) Raines Bill. Whether other sections of the country are equally exercised over it, is, perhaps, another question; but there is no reason why they should not be, for the principle involved is the broad one of personal liberty, in which all communities have an interest, and collateral to that, the institution of home rule, which

has always been rightly regarded as one of the corner stones of American government. To us, it is of such paramount importance, and moreover of such immediate concern to each citizen, that for the time being, it shuts out from view such minor issues as the tariff and currency questions, and go where you will, no one talks of anything else.

As has already been mentioned in this col-

umn, we have been suffering for more than a year past, from an epidemic of "smart alec" official paternalism, that has been ludicrous and annoying by turns; but nothing quite equal to this new enactment had been experienced as yet. The inconvenience of laws affecting purely local interests, but adopted by a legislature chosen from such a wide expanse of territory, and such a variety of population that it could not possibly represent any one locality with any degree of fairness, has always been mitigated in great measure through the interpretation given them by officials chosen locally for their administration. Even our self-sufficient police commissioner, who has managed to gratify his vanity with such continual advertising of his efforts to make everybody in this town live according to his ideas, has not been big enough to make his regulation of the public go very far, except in the closing of saloons on Sunday. In his attempts to enforce this one offensive law, to which he has devoted the entire energies of his department, he has again been limited by many of its provisions, which enabled the liquor dealers to evade it to some extent.

But the Raines law goes deeper into the work of regulating this particular line of business, and what is of more importance, takes the regulation out of the hands of all local authorities and vests it in a central state machine. Its real purpose, indeed, is to corral for the chief political boss the political influence which everywhere emanates from the saloon, and the power of intimidation and blackmail, which are to be the price of violating a law that nobody wants. Reflecting the pernicious idea that only those things are worthy to exist which belong to some one who has a considerable amount of money, the cost of a license is set at figures that will kill off the quiet little places where thousands of our people get beer by the pail for consumption at their home dinners, but will permit gaudy dives to exist unchecked; and if experience with "high license" goes for anything, will encourage the establishment of hidden dens, where drinking will be all the worse because pursued in secret. It goes to the absurd extent of prohibiting free lunches, for what reason no one has yet been able to discover, and in a dozen different ways of the same sort, seeks to dictate to individuals how and where they shall buy or sell liquor. Of course, a law like this in the midst of a community alien to it, is sure to break down in some weak spot; and already one of the discriminations—that in favor of the big hotel, as against the small restaurant or saloon—has been discovered to open a loophole to such open Sunday liquor selling as we have never

known, though only the richer dealers will be able to take advantage of it.

As a natural consequence, there has been a perfect storm of protests from every class of society, each finding its customary liberty in some way abridged, and even the swell clubmen, who have been accustomed to look with complacency on measures to keep the masses within bounds which they consider suitable, have risen in arms when they discovered that their privileges, too, were touched. Like all restrictive laws, it bears most heavily on those unable to pay for exemption, directly or indirectly, but almost every class is to some degree affected. And there is every prospect, accordingly, that the petty political advantage which will be gained, is to be offset by a most complete reaction against this, and the rest of the invasions upon private rights, of which our present legislature has been guilty, and of which this law is only one, of more far reaching effect than the rest; undertakers, horseshoers, dentists, accountants, and chiropodists being only some among the various trades over which our legislators have been stretching a fatherly hand.

At a time when even our slow moving British cousins are overcoming their prejudices, to the extent of opening their picture galleries and museums on Sunday, it seems doubly absurd as well as the more intensely exasperating to see these strenuous efforts in our own more advanced country, to take steps backward. But then, we must take into account the growth of plutocracy amongst us, which by accentuating class distinctions, gives fresh impulse to that apparently perennial disposition in the human breast to boss someone else; a disposition which becomes all the stronger as the classes draw further apart, until they really lose sight completely of one another's needs and desires. A marked illustration of this was seen the other day, when that arch mountebank, Chauncey Depew, returning from a California trip, delivered himself of one of his interviews, so characteristically colored by the roseate hue which is inherent to the atmosphere of a private car as a railroad president's luxurious office. If we could believe him, the Pacific coast is a happy land where no poverty exists. The bitter contrast between Nob Hill and the sand lots that we have all heard of here in the east, must have passed away, for he saw nothing of it. The many instances that we have known of hapless waifs who have been stranded at the Golden Gate, and were glad of any opportunity of menial labor to keep them out of the gutter, must have been phantoms. Even the news which we have had any time for the

past three years, through the press or in private correspondence, of the trouble that the Californian fruit growers have undergone, cannot have been authentic, for in the Depew spectacles, the orchards and groves out there are a scene of perpetual plenty.

This sort of blindness, frequently of more sincerity than we are accustomed to associate with Chauncey, is rather on the increase, if anything, amongst the richer classes, and also among those who are only considered in comfortable circumstances; and side by side with it is growing, despite the vigorous efforts in many ways to assert the rights of the people, a readiness to deliver over common property into the hands of the few. One of the schemes that our beautiful legislature is engaged on just now, is the robbing the city of a portion of Central Park for a private exhibition company, the only decided protest against which is that of the rich landowners in the vicinity; and another, which there is real danger of being accomplished, is the betrayal of the Brooklyn bridge into the clutches of the elevated road monopolies of the two cities. When the public commonsense had just been awakened to the necessity of having the city own the means of municipal transit, it would seem almost incredible that such a scheme should even be broached; but what, with the bitter opposition of the elevated roads and the lukewarmness of the officials appointed to pull through the new rapid transit system, the latter is anything but secure, and the efforts of its enemies to steal a march on it by seizing the bridge, may easily be successful. In reality, our experience with the bridge is a most admirable argument for public control; for it is incomparably ahead of the elevated roads in administering to public convenience, badly hampered as it is by being conducted under a joint management of the two cities, which precludes all proper responsibility. While the elevated roads are, for all present needs, a most utter and dismal failure.

In enterprises such as these, indeed, when not

even partial competition can possibly be maintained, logic as well as experience teaches us that public management will be best, because it has behind it the spur of demand from its patrons who are also owners. Only a few weeks ago, I had a small package delivered me by express from Canada, on which, because it had attached to it a receipted invoice to conform to the customs laws, the express company wanted to collect the value as well as their own charges; and it took a fortnight for the idea to penetrate their brains that they were mistaken. All of us have no doubt had similar experiences with express monopolies, and all of us have had opportunity to test how much more readily the postoffice responds to public needs. In only one kind of public service do we meet the monumental type of stupidity in business affairs, and that is the branch farthest from public responsibility, the army, on whose methods some foolish people are prone to insist that all our public offices should be patterned. A very pretty instance of this was afforded the other day by its sister institution at the navy yard, where some hucks that had been purchased of the wrong size, were laboriously planed down at double the cost of an entirely new lot.

But the worst of all monopolies must still be conceded to be that of land ownership, and this in New York City especially has most of the evils of the others to answer for. Some mention has from time to time been made in these letters of the abominable methods practiced by Trinity Church, an ecclesiastical corporation which is of far more interest to the people of our city as a rent collector than in its original function as a disseminator of the gospel. Another result of these methods has just been felt, in the loss of a number of lives by the burning of one of its miserable tenements, where the church authorities had managed to evade the building laws. It was such money changers as these that Christ drove from the temple.

EDWARD J. SHRIVER.



COPIED.

YARNS OF THE RIO GRANDE.

G. W. WALLACE, IN LEADVILLE PAY-STREAK.

After waiting an hour or two to get out of Minturn, you leave that little village with considerable relief, mingled with pleasure, in anticipation of again being able to mingle with the world. In my business—I am now a traveling salesman—I am often called here, and, although my stay is short, I leave with no regret. Inwardly I sympathize with those who have to stay in the place. This feeling of sympathy, may be ill bestowed and I have always been guarded in giving it expression. I doubt if the average inhabitant would deign to accept it, nor would they feel grateful did they know I entertained such an opinion. They take things easy in that place, and in their quiet way seem to enjoy dozing away the bright summer days in the shadows of the trees that skirt the stream whose icy waters ripple and eddy by their very doors. Just the spot for a day dreamer, you say; and such it would be did the sun but linger a short time in the afternoon instead of hiding behind the giant Rockies.

To the north of Minturn rises Elk mountain. Its twin sister, towering almost as high, bears to the east. It was to the top of the first named that the "tenderfoot" operator climbed one day last summer and proceeded to roll boulders down its sides. In their mad race they started others, and down the steep incline rolled fully a score, all sizes and shapes, crashing through cars, shops and dwellings. How he must have chuckled to himself to see the flying inhabitants "take to the woods." Nor would he desist until the 300 pounds avoirdupois of a dusky damsel appeared on the scene, bearing a double-barreled shotgun of the latest improved type, borrowed from Bill McGinley. The operator was easily convinced of the error of his ways then, and later, not only of the impropriety of his act, but of the absolute necessity of rebuilding the obese lady's laundry.

The monotony in Minturn is broken at least a dozen times a day, for it must be remembered that here it is the crews on all freight trains change. Then it is the town puts on Metropolitan airs, and from the noise and bustle one can readily imagine himself in Chicago. When the trains have come and gone the town loses its animation and lapses into its lethargic state. It was but the other day I stepped into a caboose standing among some six or seven others. Thither I was attracted by sounds of revelry. My visit might have been taken unkindly—in fact, I half suspect it would have been had I not chanced to know one of the boys. I was introduced and they all welcomed me and insisted on my taking a seat and having a cigar. I then had a chance to study men of the rail. To meet them when they are at work the public gets an idea of them that is not very flattering to the men. Then it is the worst side of them is seen—they are burdened with a hundred cares of which the public has little or no conception. No wonder they snap

at you when you get curious to know "what's the matter?" or "why don't the train go on?"

I remember when the D. & R. G. was building down the Eagle, an old farmer had granted right-of-way through his farm. Of course, the usual pass was given and a side track was put in for him. He wanted a car moved one day, so he flagged the first freight train that came along and told the brakeman what was wanted. It would not be right to give the brakeman's reply, verbatim. I heard the farmer unburden himself to a local agent thus:

"I know Mr. Moffat, the president, and Mr. Smith, the manager very well. They are nice men and it is a pleasure to do business with them, but I'll tell you, when it comes to doing business with a brakeman, a man takes his life in his own hands."

But of those fellows in the caboose: what a jolly set—strong, robust, healthy, ready for duty at a moment's notice, and to which they respond with alacrity. As with men who lead an active, hazardous life, their conversation smacks of their employment. Treating it rarely in fact, but enlarging it out of all proportions on the comic side. They were listening to a brakeman relating his experience on the "Angel Maker," (H. & T. C.) He was evidently a new man here, though an old one everywhere else. Turning to one of the group, he said:

"Sam, you ought to know Hugh Mackey; he worked on the 'sunset' for years."

"Yes," replied the person addressed, "where is he now?"

"Working out of Los Angeles for the Southern Pacific. I dead-headed with him not over a month ago. You see, I went there to go to work. I had worked there before, so this time I gave the name of 'Tom Jones,' and I was all right until my photograph was sent in. That did settle it. But I was going to tell you about Mackey. He has the swing run and they had no men, so they gave Mackey four 'pupils.' You see," he explained, "down in that country they send these kids down from Sacramento and San Francisco. They are related to the people who work in the general office. They work for nothing until they know enough to keep out of the way of the cars, and then they take the places of good men. Well, as I was saying, Mackey came out that morning with four of them. I never saw such a lot of monkeys around cars in my life. We had nothing but a caboose, and when we got to the top of the hill they left it on the main line with a 'pupil' to watch it. The first cut of five cars came down the main line with two 'pupils' riding them. I hollered for 'em to hold them, but they didn't go after them soon enough and they struck the caboose a great jolt. Away it went and I saw the 'pupil' trying to set the brake, but it simply wound round and round; the chain was broken. I hollered to Mackey that he was short a caboose, and when he came down to where I stood, he whispered, 'Yes,

and a 'pupil' too. That makes me even with the general office."

"As we stood watching that car shoot down the line like it was falling down a well, there was a crash and a cloud of dust. The air was filled with doors, windows, broken glass and a 'pupil.' When it cleared up a little I could see the car standing still on the rails. We ran down to where it stood. The 'pupil' was lying with his head run through the panel of a door, and his face buried in the sand. We picked him up and carried him into the car. Talk about being run through a thrashing machine—say, you never saw such a face in all your life."

"How was it done?" chorused a half dozen voices.

"I'll tell you," the narrator went on. "You see, this fellow had worked on one of them little steamers plying around San Francisco bay; well, in the car there was a big cable used in wrecking. It had a link on one end and a hook on the other. He had put the link in the draw-head, dropped the pin through it and thrown the hook to leeward. The hook caught under the rail in a little culvert and—you know the rest. When he opened his eyes he said to Mackey:

"By gosh! I anchored her."

"As we walked out, Mackey winked at me and said, 'I guess that fellow will do. He asked me this morning what that thing was for and I told him it was an anchor.'"

The comments this story called forth might have continued ad infinitum had not the angular form of Fireman Cross entered at its conclusion. Not waiting to inquire into the cause of the mirth, he said:

"Did you fellows hear about us yesterday?"

"No; what was it?" came the chorus.

"Well, you see," he began, "we got out of Salida on No. 1 about an hour late. At Buena Vista the 'old man' (the division superintendent) came over from the hind end. He was all swelled up about something, so I didn't say a word to him. He went around to the engineer's side where Glen was putting a little oil on her. He didn't say a word until Glen pointed with his oil can to the Midland train standing at the depot across the river. Then he said: 'I suppose you've seen that bulletin I posted about racing with those Midland fellows?' Glen nodded. 'Well,' he went on shaking his finger at him, 'that means just what it says, and I'll fire the first man that disobeys it.' He was about to go back, but as we pulled out, John said, 'Get on her and see how she rides.' The 'old man' sat at my side, pulling away at a cigar, glancing back at the Midland train we had left standing at the depot but which was now making good time and gaining on us

every turn of the wheels. The 'old man' moved anxiously in his seat.

"'Glen,' he said, 'are you making No. 1's time?'"

"'Yes; or a little better,' said John.

"I could see the 'old man' was cooking as he sat chewing on his cigar. Finally he hollered across the cab:

"'Have you got an order to run late?'"

"John shook his head. When the Midland engine got opposite our sleeper the 'old man' called out:

"'Give her a little more.'"

It grew exciting. The 'old man' got out of the cab and stood in the gang-way watching that train glide slowly by us. The Midland passengers were yelling and waving their hats and handkerchiefs. You see, down there by the tunnels, the tracks are only about a hundred feet apart. It was right there we had it. As the engines got side by side I could hear the 'old man' above the din and roar hollering:

"'Give it to her, Glen! Give it to her!'"

"But John never moved a muscle. The 'old man's' face was a corker. He stamped round, got in my way, fell over the clinker hook, and as he struggled to get on his feet kicked my coal pick out into the country, and swore until everything looked blue. Then he climbed up in the cab and looked ahead, only to see the hind end of the Midland train and their smoke hanging all around us. He couldn't stand it any longer. He leaned over the boiler and hollered:

"'Say!' He was so mad he couldn't think of John's name. "'Say, YOU!' he bellowed, shaking his right fist at Glen while he hammered away at the jacket with his left, 'if you let that fellow beat you, I'll fire you bodily!'"

"Glen dropped his seat and went to work on his lever, and in less than a mile we had that fellow phased. We just scorched the earth—went by them just like they'd been standing still. As we passed them the 'old man' stood on the tank, as high as he could get, hat in hand, and hollered himself hoarse. But that old man is all right," continued the speaker, "at the first telegraph office he burned the wires up getting those bulletins down."

Here a fellow with a scarred face and minus two fingers on either hand, broke in—

"Did you fellows hear about 'Familiar Brown,' down on the Alamosa branch, taking the side track and waiting three hours for a steam threshing machine? He would have been there yet if an old farmer hadn't come along and straightened him out. I'll tell you how it was: You see, down there you can see for 57 miles and—"

But here whistled the east-bound mail. What a relief. In another minute I boarded her and softly whispered to myself, "nunquam non paratus."





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RELIEF DEPARTMENTS VS. BROTHERHOOD INSURANCE.

Emory R. Johnson, Ph. D., contributes a paper to the November "Annals of the American Academy" entitled "Railway Departments for the Relief and Insurance of Employees." The conclusions reached by Mr. Johnson are conservative and logical. In reaching these conclusions, certain comparisons are drawn as between the plan from which his paper takes its title and that of mutual benefit insurance as offered in the Brotherhoods of railway employees. In discussing this question, consolation for the temptation to follow off one or more of its corollaries is found in the fact that like suggestions presented themselves to Mr. Johnson.

Every man should make a strong effort to provide a competence which would insure against want in old age. Every one should make as adequate provision as possible for the rainy day which will probably come. But as of far more importance than either, every man should provide, that loved and dependent ones should not suffer or be cast upon the charities of the world in the event of his death, or worse still, his becoming disabled and thereby changed from a provider to a helpless consumer.

Life and accident insurance in various forms has long been offered to the seeker after this protection, and millions of dollars have found their way to the home of the widow and orphan through this medium, while millions more have been accumulated by these companies as profits from their business. That these profits are very large is evident, the palatial "Home Office" and the princely salaries paid to officers speak for themselves.

The outer or seeming nature of men is more or less affected or molded by the natural surroundings of his daily life and occupation. Railway employes, while at times seemingly rough and unfeeling, are but human creatures, fashioned after the same rule of the Divine as are other men, and under the rough exterior beats a heart as warm and true, as easily touched at the sight of distress and as truly affectionate as is possessed by other mortals. It is idle to argue that their occupation is not dangerous to life and limb in a much higher degree than that of other workmen. The reports of State Railway Commissions and of the Interstate Commerce Commission, made up from statistics furnished by the railway companies, presented an appalling record of fatal and maiming accidents, which led a President of the United States to declare in his message to Congress, that the probabilities of a railroad trainman's being killed or injured, were as great as those of a soldier in time of war. It is safe to say that a very small proportion of the accidents to employes occur to those not engaged in the transportation department. The report of the Interstate Commerce Commission for 1894, shows that there were employed as engineers, firemen, conductors, trainmen, switchmen and flagmen, 203,252 men, and that during the year covered by the report, 1,823 employes were killed, and 23,422 were injured by accident. A conservative estimate would warrant the statement that one in every ten of the employes in the operating department is killed or injured each year.

If the soldier was always thinking of the danger he would not be led, fired with enthusiasm and

patriotism, up to the belching cannon's mouth. If the railway employe was always brooding over the dangers he faces, the traveling public would not enjoy the security they now do; the limited trains would not arrive on time.

The railway employe is not insensible to these dangers, but he philosophically concludes that he has chosen his path in life, and that he will perform his duty, accepting all the attendant risks. With this feeling, these men, as Cy. Warman says, "Bore holes in the night at the rate of a mile a minute."

Realizing the possibilities of sudden death or injury, these men, who love their wives, children and mothers, with as unselfish and devoted a love as humans ever entertain, long ago sought to solve the problem of how they could most surely, most liberally and most economically provide financial protection for these loved ones. The life and accident companies doing business for pecuniary profit were tried, but the extremely high rates of premium charged, together with the small amount of insurance permitted, made it practically impossible to secure what they sought through that channel. They then decided that, if others could grow wealthy doing a life and accident insurance business they could, by co-operation, do a like business for themselves, and thereby furnish themselves with insurance at actual cost.

The accuracy of the statement that "railway employes are proverbially improvident as a class," is questioned. It is a truth to be regretted, that they are not as provident as they might be, but is not the same true of the average man who works for a salary? Those who do not increase their wants in direct ratio with increased salary, are the exceptions to the rule.

The Mutual Benefit Department of the Order of Railway Conductors, which lays no claim to having been the *avant courier* in this move, was established in 1868, or twelve years prior to the time at which Mr. Johnson states the first relief fund or department was organized by a railway company. This department has paid death and disability claims aggregating \$2,181,867.00. The Benefit Department of the Brotherhood of Locomotive Engineers, which is older, and has been supported by a larger number of members, has paid in a like manner, in round numbers, \$5,000,000. The Brotherhood of Railroad Trainmen, whose membership is, of course, larger, as the brakemen, flagmen, baggagemen and yardmen, largely outnumber the conductors or the engineers, but which, on account of the greater hazard connected with the employment of its members, cannot insure in as large sums, has paid in the same class of benefits, more than

\$3,000,000, while a similar department of the Brotherhood of Locomotive Firemen has paid large sums, the figures of which are not at hand. The Order of Railway Conductors furnishes its members insurance against death, the loss of a hand or a foot by amputation, the total loss of eyesight, or the total loss of the sense of hearing, at a cost to the member of \$14 per year per \$1000 of insurance, including cost of conducting business. The fraternal influences which are always at work in these associations, lead to the enactment of laws which bear as lightly as possible on the members and they are afforded insurance which no company, corporation, or association of a different character will furnish at any price and many are admitted to participation who could not possibly pass the rigid medical examination required by the old line life insurance companies and by some of the railway relief departments.

It would be unfair and unjust to hold that railway companies had established relief departments solely for the purpose of injuring labor organizations, or, to escape legal liability or litigation growing out of accidents, but the significant fact that these relief departments were not launched until the cohesive effect of their insurance departments was evidenced in the labor organizations and the further significant fact that the establishment of relief departments on nearly every large system that has a fully equipped and operative department of that kind has followed more or less closely upon the heels of serious trouble between these roads and their employes, afford foundation for the reasonable assumption that, in addition to the other advantages sought, the hope that such a department would be an inducement to their employes to hold aloof from labor organizations was not lost sight of. That they hoped to lessen the litigation growing out of accidents to employes to which they were forced to be parties is frankly admitted, while the aim to escape legal liability shows clearly in the provision that their members cannot accept the relief provided by the department without surrendering his right to recover damages at law. In April, 1889, George W. Louk was injured while in the employ of the "Pan Handle" (a portion of the Pennsylvania Railroad). Being a member of the relief department of that road he received some \$600 for disability. He claimed to be permanently disabled and brought suit against the company for \$15,000. The defense offered by the company was that a rule of the relief department provided that a member who drew relief from the department thereby released the company from liability. In this or a similar case, the courts decided that an injured employe and member of

relief department must elect whether he will accept the relief or depend upon his ability to recover in an action at law; that he could not claim and receive the relief and then bring suit. In other words, he must surrender either the insurance for which he has paid or his right to recover—if such right under the law exists.

The legislatures in many states have enacted laws especially for the purpose of holding railway companies liable for injuries sustained by employees which are the direct result of incompetency, neglect or carelessness on the part of a co-employee, who is, of course, employed by the company, without consultation with those with whom he is to work. One state, South Carolina, proposes to go so far as to provide that the company will be liable to its employees, for injuries met with in the discharge of their duties, in the same degree as they are liable to passengers whom they transport. If these laws are the will of the people and are constitutional, is it not the plain duty of the courts to decide the agreement to surrender the insurance which has been paid for or the right to undertake to recover at law, void, as against public policy? If such agreement is to stand, is not the amount paid into the relief fund or department by the company as shown by figures in Mr. Johnson's article, a miserable pittance to pay for such valuable immunity?

While the organizations, through many of their local or subordinate divisions or lodges, provide daily or weekly indemnity for sick and injured members, the Benefit departments do not engage in this form of insurance, while the Relief departments do. It is therefore impossible, without gathering a large volume of statistics, to make a comprehensive and perfectly fair comparison as between the two, showing the amount of benefit secured by the outlay of a given sum. Tables presented by Mr. Johnson show that the B. & O. paid the highest average death benefits of any of the Relief departments for the fiscal year 1893-94, they having paid for death from accident, \$1075.62, and for death from sickness, \$589.43, while the Reading, as the lowest, paid for death from accident, \$451, and from sickness, \$460.50. The B. & O., during the fourteen years of its existence, is shown to have paid twenty-eight hundred death benefits, averaging \$654.47 per case; and 125,736 disablement benefits, averaging \$13.94 per case. The average amount paid in case of temporary disability is so small that it cannot be considered as a very strong inducement to secure that class of insurance or as of great benefit to the insured, and as the principal object of life insurance is to provide care for dependent ones when the earning power of the provider is lost, it

would seem that insurance in reasonable sum against death or permanent disability is the best investment.

Many wild and probably unfounded accusations of mismanagement and misappropriation of funds have been made against the Relief departments by their critics. The questions to be decided are:

- (1) Do railway relief departments, on the whole, contribute to the welfare of the employees?
- (2) Is membership in a railway relief department of more value to the employee than membership in a mutual aid association of one of the railroad brotherhoods?

As it must be admitted that insurance against death or disability is, when furnished at reasonable cost, a good investment, the categorical answer to the first question must be, yes. But, if in order to secure such insurance in a particular company or association at, or about cost, it becomes necessary to surrender valuable rights, the interests of the individual would dictate looking elsewhere for insurance. Then again, when the question of being given satisfactory employment, of which he is in need, is thrown into the scale, the beam will probably incline the other way.

In summing up under the second question, it is admitted that both the relief department and the benefit department furnish insurance at, or very nearly at, actual cost. So long as the relief department is used as a shield against legal liability for damages resulting from the use of defective material or equipment, which the insured must use, or from the incompetency of others with whom he is required to work—in either event under circumstances over which he has no control; so long as the benefit department permits the insured to retain the insurance upon his life even though he sever his membership in the parent organization, while the relief department terminates the insurance at the time the insured leaves the employ of the parent company—even though he may have attained an age or contracted physical infirmities while in their employ which disqualify him from membership in other insurance associations or companies—the answer must be in the negative.

The question of whether or not the organizations, to which the benefit departments are auxiliary, have worked out good for the employer as well as for the employee, is not now before us; suffice it to say that the preponderance of evidence as given by railway managers of unquestioned ability and of wide experience, is largely in support of the claim that the organizations have done a great and a noble work in the elevation of the moral character of the railway employee, and in increasing his efficiency in the service. Their work in

the direction of improved physical conditions speaks for itself. They were the authors, in this country at least, of the plan of affording each other cheap insurance, and it cannot be denied that employees who provide against misfortune in this way, are preferable to, and more valuable than those who do not so provide.

It must not be assumed that irreconcilable differences exist between the organizations and the railway companies that maintain relief departments. On the contrary, in some instances, the relations are most cordial, and where a company does nothing more antagonistic to the organizations than to conduct a relief department, the

relations are not likely to be sorely strained. Men may enter the employ of the railway company, or not, as they will; they may unite with the organization, or not, as they elect. Neither the organization nor the company should undertake to impose conditions which unfairly influence him; neither should trade in any degree upon his necessities; neither should assume an undue censorship over him. The best governed are the least governed, and the average American resents in a more or less forcible and open manner, any invasion of the rights he has been taught to look upon as inalienable.

LABOR CONDITIONS ABROAD.

The Bulletin of the Department of Labor for March contains an extended study of the conditions surrounding the coal miners at Anzin, France, which is well worth careful reading by all who are interested in what promises to better the condition of the working classes. It is from the pen of W. F. Willoughby, whose ability in these lines of research is well known, and the clearness with which he here presents the salient points of the subject under consideration no less than his striking deductions therefrom evidence the fact that his reputation has been well won. This is but the first of a series of articles upon similar topics which will appear in the succeeding numbers of the Bulletin giving brief but comprehensive views of the labor situation abroad. The mining of coal is taken as the subject of the first paper, both because of the importance of the industry and because the peculiar conditions surrounding it make the formation of industrial communities almost necessary. As the author well says: "The aggregation of over 12,000 employees in one locality, who, with their families, are all dependent upon a single industry, and live under practically the same conditions, furnishes an excellent opportunity for the study in detail of the influences surrounding an important body of workmen engaged in one of the principal industries of the country." For these reasons Anzin was selected as the subject for the first paper and its history will be found well worth the study on this side the water.

The author first gives his attention to the subject of child employment under the head of "General Conditions." He finds that formerly children were allowed to work at as early an age as ten years, but this age has been advanced until, by the law of 1892, the minimum is now thir-

teen years. A large per centage of these children are from the families of present employees, and so stable are the conditions that these families are frequently represented on the rolls generation after generation. The hours of actual labor are eight to nine for the men, whose duties call them underground, but they are expected to be on duty longer, time being deducted for entering and leaving the mines and for lunch. One of the most important features of this community is the steadiness of labor, the reports showing that from 1870 to 1893 the mines were operated almost every possible working day. The tables showing the number of years the workmen have been continuously employed, taken in connection with the figures just given, show that here we have a comparatively stable body of workmen to whom the evils attendant upon lack of employment are almost unknown. When it comes to a consideration of the matter of wages the showing is not so good, as the best paid of the workmen receive less than \$300 per year, but there are a number of additional advantages going with these wages which make them much greater than they would seem at the first blush. The first in importance of these is the continued and well considered effort of the company to see that its employees are well housed. To bring this about it builds comfortable houses which it rents to them at the nominal rate of from \$8.11 to \$13.90 per year or an equivalent to only 1 per cent on the money invested. This is of course a loss to the company, but it is one which is readily met and one which is thought to bring abundant returns in other ways. To encourage the saving habit among its men the company also builds isolated houses, with gardens, which are sold to employees at the actual cost of the house and ground, or it will advance to them the money necessary,

leaving them perfectly independent in the matter of style and location. In neither case is interest of any sort charged. In 1888 there were 2628 houses rented by employes, ninety-three had been built by the company and sold to employes and 741 had been acquired through advances made for the same purpose. Up to this time a total of \$279,194.57 had been advanced, of which all but \$19,520.04 had been repaid. It requires no gift of second sight to see the advantages the use of such a capital without interest charges would give to a body of industrious, thrifty workmen, and it may well be added to the wage rate enjoyed by them.

Originally the company granted a direct pension to those of its employes who were incapacitated for further service, but it was found that the men did not like the idea of being dependent upon the bounty of anyone and that, as the pension was dependent upon the solvency of the company, they did not feel the same security they would if their pensions or insurance were in an independent company. It was decided to change the scheme and, commencing with January 1, 1887, the company deposited in the National Bank for Old Age Pensions in the name of each workingman a sum equal to one and one-half per cent of his wages, provided he was willing to make a like deposit from his own wage. Through these deposits the workingman is assured a pension for the remainder of his life, after he has reached the age of fifty years, but he may defer the drawing of such pension until later if he so desires. In addition there is a supplemental pension given by the company when a workingman has fulfilled the double condition of being ten years continuously in the employ of the company and of having reached thirty-five years of age. For all such there is added three francs for those working below ground and one and one-half francs for those working above ground, until they have reached fifty-five years of age or have retired on pension, but in no case is the total to reach over fifteen years. Pro-

vision is also made for the pensioning of the widows of workmen. Regarding these pensions the report says:

The most important, and at the same time, admirable provision of the regulation is that whereby the service of the old-age pensions proper is entirely removed from the control of the company. There is thus absolutely no forfeiture principle. Each workingman knows exactly where he stands as regards his ultimate right to a pension, and feels, furthermore, that such pension is in no way dependent upon his remaining in the service of the company. Independence is thus not sacrificed to the slightest extent.

Pursuant to this provision the company, in 1893, paid into the bank mentioned \$56,775.39, and as the workmen must duplicate this payment the total was just double that amount. In 1884 a general law was passed making the insurance of all mine employes obligatory, but the only change this brought to the district we have under consideration was to raise the per cent of the deposit to four, in place of three, as it had been established by the company. Along with the insurance there are several mutual aid societies organized under the auspices of the company. In these, by the payment of a merely nominal sum, the member becomes entitled to free medical attendance and medicines in case of sickness or accident, and to other relief, such as burial expenses, etc. These are also made possible by the liberality of the company. Nor is this all, as the workmen have a co-operative store which has been in operation since 1866 and which has paid an annual dividend of 5 per cent, and a total profit of \$1,266,332.90 has been distributed among the members, to say nothing of the amounts expended in the purchase of building sites and buildings in which their business is now transacted. Added to all this, there are a number of other advantages from which the workmen reap the benefit, the first of them being the giving of free fuel to all employes.

The conditions as reported form strong evidence of the fact that workmen appreciate, in no small degree, considerate and humane treatment at the hands of their employers.

A DOUBLE VICTORY.

The Order of Railroad Telegraphers is to be congratulated upon the successful outcome of its contest with the Colorado Midland, it having been decided in favor of the contestants by Judge Caldwell at St. Louis on the 11th inst. In August of 1892 the road in question entered into an agreement with its train dispatchers, telegraphers, and in fact with all its employes in the telegraphic service, whereby certain rules were adopted and a minimum wage of \$65 per m

When G. W. Risteen was appointed receiver for this property he abrogated the agreement and cut wages from \$10 to \$15 per month. The Order at once took the matter up and when its good offices failed it was decided to bring the questions at issue before the court having the property in charge. After the hearing Judge Caldwell ordered the pay of the men to be restored and added that the matter of the reimbursement of the men whose pay had been reduced could be heard before the

Master in Chancery at Denver. This is in effect a double victory for the men, since it not only restores the old schedule but makes it optional with them whether they treat with the receiver for a new schedule. When Receiver Risteen's order was first issued the men were willing to arbitrate and would have accepted a reduction in wages if the company had agreed to an equalization. This offer was refused and now that the court has given them all they asked they will gladly abide by its decision. This is not the first time Judge

Caldwell has shown himself to be the friend of the workingman and no higher compliment could be paid him than the absolute faith with which they trust their rights in his hands. This easy and peaceful settlement of what might well have been a serious problem also demonstrates how much better might be the condition of labor if all our federal judges were equally fearless in their decisions when employer and employe were in contest before them.

It is encouraging to note the continual spread throughout the South of the crusade against enforced competition with the product of prison labor. This reform is now pretty well settled in the Northern states and that legislator would be bold indeed who dared ignore expressed public sentiment regarding it, but, until recently, less attention had been paid to it south of the Ohio. The friends of free labor are now thoroughly awake to the iniquities of the old system however, and, under the leadership of such stalwart fighters as the *Louisville New Era*, will soon make a continuation of this debasing competition impossible throughout that entire section.

As we go to press the officers and delegates of the B. of L. E. are gathering in Ottawa, Ont., for the thirtieth grand convention of that body. This will be the second biennial for them, that plan having been inaugurated only two years ago. The engineers form one of the most important of all the labor organizations of the country, their organization being made especially strong by the high character of its membership, and their deliberations are always of more than passing interest to all the labor world. There will be a number of important matters to be brought before this convention, but, in general, they will apply only to the organization and its members. Wednesday, the 13th inst., was the day set for the opening, and all will hope that the entire session may be filled with both pleasure and profit.

State Factory Inspector Mayo, of Minnesota, is urging upon the laboring men of that state the necessity of amending the law regulating the employment of children. As it now stands, children under sixteen years of age may be employed under certain conditions, and it is his opinion that a change should be made to the effect that no child of that age should be permitted to work in the shops and factories of the state. It would seem to be impossible to pass any law that would be

ironclad in the matter of employment. Conditions vary so much in different cases that a rule which might be applied with absolute justice in one instance would work a great hardship in another. In a general way, it is the part of wisdom to keep the children out of the workshops until they have reached, or nearly reached, maturity, and, wherever the rule is applicable, it should be rigidly enforced, but there will always occur cases in which its strict enforcement would be practically impossible. It probably would be as well to allow the law to stand as it is and to give up whatever of energy there is at command to its enforcement where it is being violated without excuse.

The recent influx of Italians who are seeking our shores to avoid participation in the African war again calls attention to the urgent need for more stringent immigration laws. A few years ago the addition of some thousands of laborers to our number need not have caused any great alarm, but just now when we have so many who can not find employment at any price, every new place seeker is an added danger. Even if there were places for them and to spare, it is to be questioned whether we should accept for citizens men who are willing to desert their mother country at such a time and who are led to come to us through fear and not through love for our institutions. The probability of their proving valuable additions to our citizenship is certainly anything but flattering. Then, if so little a matter as this war in Africa can cause such a rush of undesirable immigrants, we may well stand aghast at the flood our present lax laws would admit at the first definite indication of the outbreak of the general war which has been brooding over Europe for so many years. By all means let us have laws which will do away with the present suicidal policy and which will, at least, give to Americans as much protection as they do to foreigners.

The printers of Canada are justly elated with

the success which has attended their efforts for the eight hour day. The initiative was taken by the members of the Ottawa Typographical Union and they went about their work with so much of energy and discretion that they soon had behind them so much of the influential labor elements of their country as to command the most respectful hearing from their government. As the result of their irrefutable arguments, their government is now pledged to the introduction of the eight hour system in the printing bureau, government shops, factories, etc. It was a splendid fight, and the gentlemen who had it in charge may well feel proud of the success with which their labors have been attended. They were fortunate in having a premier, Sir Mackenzie Bowell, who is a graduate from the case, and to whom their arguments appealed with the more force because he knew from personal experience the wrongs they wished to right. The excellent results attending this effort will undoubtedly give hope to others who have the same cause at heart and it may be productive of much good fruit before the present year has been brought to a close.

The passage of the "Anti-Trolley Freight Bill" by the legislature and its signature by the governor on the 30th of last March was a splendid victory for the railroad men of New Jersey. Our readers will remember the organization effected there last year in the hope that by working together they might cast some weight in determining the policies of the state. The plan of organization and its workings have been set forth in these columns at length, together with the safeguards adopted for the purpose of keeping all their class organizations free from political entanglements. Their efforts during the winter seem to have been centered upon what is known as the "Anti-Trolley Freight Bill," a measure designed to keep street railways from handling freight or express, and after a long hard fight its passage was secured. The only weapons they had with which to defeat the opponents of the bill were its evident justice and their own tactful conduct of the fight. To those who appreciate how much justice "weighs" with the average legislator it will at once be evident that the organization had developed so much of political strength in addition as to compel respectful hearing. It is an admirable opening for the campaign which the railroad men of New Jersey have inaugurated and they are to be congratulated thereon. If they will only maintain their present stand, advocate no measure which does not commend itself to the consciences of the members, generously reward their friends and fearlessly remember their

enemies at the suitable time, they can hardly fail to accomplish much for the general good in the lines they have adopted.

By the time this is in the hands of our readers the fight for the eight hour day will be on in earnest. At the meeting of the executive council of the American Federation of Labor, held last March, this was given especially in charge of the Journeyman Horseshoers' National Union and the United Brotherhood of Carpenters and they were pledged the sympathy and support of the Federation in carrying out the good work. An address was also issued to the wage workers of the country urging upon them the necessity of joining in the same crusade and doing everything in their power to bring about the adoption of the shorter day as soon as it could be done without injury to the general business interests. To this end all workers who are now expected to put in more than eight hours daily were urged to petition their employers in the hope of gaining voluntary concessions of shorter hours. Already they have been more successful in this regard than was expected, as in a number of instances these reasonable requests have been granted without opposition. Through it all there has been a constant effort on the part of the leaders to convince the public that there need be no fears of a general strike. Mr. Gompers has, time and again, publicly declared that there was no thought of war in their movement, that everything would be done with all due regard for the commercial interests of the country and that they would be the last to throw anything in the way of returning prosperity. There can be no question but this expression of conservatism has prepossessed many in their favor and will bring aid to the movement before the end is reached. The Carpenters and Horseshoers have gone about their undertaking with a determination which can hardly be denied and with an ability in organizing which cannot fail to bring them every advantage. At the time of writing it is too early to predict the result with anything of certainty, but, however it may end, the cause has unquestionably been given a decided impetus. The shorter work day is bound to come, and it would be well for all who are not warmly its friends to, at least, keep out of the way of its progress.

The strike of the Chicago Garment Workers is at an end, and it is to be regretted that the outcome is not more in keeping with the evident justice of their cause. They were forced into the fight at the start and have maintained it ever since, in the face of the most discouraging obsta-

cles, and at the cost of no little privation and suffering for themselves and families. Most of their members were totally unprepared for such an undertaking, and the only wonder is that they were able to hold out so long as they did. Many of them endured cold and hunger with loyal courage, but the length of the fight and its apparent hopelessness, naturally broke down the weaker and more needy. It finally became simply a question of yielding for the present and maintaining their organization intact, or keeping up the fight until they went to pieces. In the face of this situation, they very properly determined to preserve the organization, and the men were authorized to return to work. While the present outlook is somewhat discouraging, these men may well derive some consolation from the gallant fight they made and from the undoubted fact that they have made many warm friends thereby. The country at large is indebted to the Garment Workers for the destruction they have caused among the sweat shops in the most of the larger cities, and every effort they make toward bettering their condition should be given the most cordial support. There can be no question of their having general sympathy and all will hope that their next effort may result in a complete victory.

There is something of encouragement in the report which comes from Grinnell, Iowa, regarding the collection recently taken up there for the benefit of the strikers in Chicago. It was done at the instance of the president of Iowa college located at that point, and came from the students of that institution exclusively. There never was or could be any question as to the humanity of students, and the simple fact that a number of them had contributed from their probably small allowances to aid their suffering brethren, would have but little of striking interest. The point of especial value is in the thought that, in this one institution at least, the president takes the lead, and gives them an object lesson in practical humanity which cannot but stay with them so long as life may last. There is no institution of higher learning in all this broad land where there is not something of social science in the curriculum and where a smattering, at least, of the theory is not inculcated some time during the term of ordinary school life. Too many of them, however, feel that when this has been done, the whole duty of the school has been fulfilled, and in still too many of them anything like a special study of such questions is discouraged in the fear that the student may become impregnated with too much of the socialistic poison. Here, however, is a

school where the president not only teaches his students that theoretically all men are brothers, but does not hesitate to impress upon them the more important fact that this is true of life as well as of books. What the world needs more than it does great universities, with their crime won millions of endowment, is more men with the moral courage of this president and more of his practical teaching of the divine truths in the volume of daily life.

No document of like import published during recent years, has attracted so much attention as has the Eighth Annual Report of the Illinois Bureau of Labor Statistics. The strength of this publication arises from the fearless manner in which it exposes the criminal and oppressive methods by which the immensely wealthy of Chicago have been permitted to evade their just share of taxation, thus throwing the great burden of governmental support upon the small homeowners and the moderately well-to-do classes. As individuals, we have pretty well understood the inequities practiced under the present system of taxation, for years, and have subscribed to the denunciations of the theorists, who have not been wanting to antagonize it, but little more than this has ever been attempted and the classes profiting by the crime have only laughed at this sort of warfare. Legislatures and public officials have not dared to go counter to the powerful interests thus built up and the result is we have drifted along until what was at first bad, has grown to be a very bitter wrong. There can be but little wonder, therefore, that the advanced stand taken by the Illinois Bureau and its unanswerable presentation of the facts have awakened a new interest in every portion of our country. An added impetus has been given to investigations of all such topics, and the friends of reform in methods of taxation have gained strength for the struggle before them. Better than all this, these investigations have been given a business turn which promises more practical results than all the agitation of the past.

The demand for this report has been so great, that it has been found necessary to issue a second edition of 20,000 copies, and it is feared that even this may prove insufficient. The introductory chapter to this last edition is devoted to argument sustaining the position taken in the first, to the effect that the only equitable tax is one on land values alone, while a supplemental chapter is given which is introduced as "An inquiry into the growth of land values in the business center of Chicago, the degree to which they are monopolized and the unequal burdens which our present

mode of taxing property imposes on citizens at large." Whether or not the reader can agree fully with all the deductions of the Bureau, there is an abundance in the report worthy of the most thoughtful consideration. Owing to a want of funds for the payment of postage and expressage, the amount set aside for this purpose having been more than exhausted, Secretary Schilling is obliged to request each future applicant for a volume to send ten cents to cover such charges.

COMMENT.

A striking example of the manner in which commerce robs both consumers and producers for the benefit of parasitic middlemen, is found in the present state of the potato market in many parts of the country. Potatoes were very plentiful last year—and are yet—and many Michigan farmers left acres of them to rot in the ground, because the price paid for them would not even pay for the labor of digging; many others dug their potatoes and stored them away in pits, hoping that the spring would bring better prices. After keeping them stored all winter, farmers are now taking choice potatoes from the pits and loading them into cars at a price of six cents a bushel, just about what it costs to handle them! Yet, somebody is making plenty of money out of potatoes; let the consumer go into the retail market, right where these six cent potatoes are being loaded for shipment, and he must pay forty cents a bushel for them. But it is in the great cities of the country, where the consumers are unmercifully robbed. The editor of the *Twentieth Century* states that potatoes have been selling in the retail market in New York at fifty cents a peck during all the past winter. He offered his services to aid Michigan and Missouri farmers to dispose of their product in New York at a living price, they agreeing to put potatoes there in car lots at a price of forty cents a bushel. But when he went to the wholesalers to dispose of the potatoes, what was his surprise to find that they were a drug in the market! What he was himself paying two dollars a bushel for, could not be sold to the wholesalers for even as much as forty cents. The arrangement which will bring consumers and producers together and allow them to exchange the necessities of life on a basis of fairness to each other, will be one of the greatest blessings of these times.

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There are a great many ministers of the gospel in these days, who are waking up to what Prof. Herron calls "the opportunity of the church," and a vastly increased interest in the labor problem is being exhibited in religious circles. This is a good sign. An accession of this sort to the

cause of labor cannot fail to produce good results, as the utterances of a minister of the gospel generally carry more weight with most people than do the utterances of laymen, though for what reason I am sure it would be hard to say. But a great many of these ministers bring a large equipment of blank ignorance to the discussion—which is to be regretted, but which they are probably not to be blamed for, seeing as the subject is new to them—and seem to be afraid of being thought too radical. They are all right so far as depicting evils is concerned, but when it comes to proposing remedies, they fail miserably. I listened to a very eloquent labor sermon a few Sundays ago. I was fairly entranced with the vivid manner in which the preacher painted the wrongs of the laboring men, and the vehemence with which he called down the wrath of heaven on the heads of their despoilers, and I was prepared to hear something radical when the time came for him to propose remedies. But what did I hear? He exhorted his hearers to elect good men to office, and warned them to avoid the radicalism of socialism and anarchy! The drop from the sublime to the ridiculous almost took my breath away.

* *

A great deal of this sort of ignorance was displayed in a recent sermon by a Chicago preacher, Rev. Dr. Krohn, of the Lake View Congregational church. The reverend orator painted the wrongs of labor with a master hand. Speaking of the prospect before workmen if present arrangements continue, he very truly said: "Their chances for the exercise of their faculties and energies are being ignored and ground down lower and lower by the oppressive hand of capital, and nothing but hopeless serfdom stares them in the face." It would seem that with such a prospect before them, workmen would need the introduction of some rather radical measures of relief. And the remedies proposed are radical in their way, but their way is not the way of progress, and the progressively radical measures are condemned as being either inadequate or too radical. The Rev. paid his respects to labor-

saving machinery and gave his solution of the problem, as follows: "You ask, would you suppress the production of labor saving machines? I answer, yes, if I had the power. I would not go back and reverse the wheels of progress, but in the present instance, I would stop them where they are until the wage earners could catch up." It would be cruel to ask the Dr. to figure out how long it would take for the wage earners to "catch up" with this arrangement in force. Proceeding further he said, "Various theories have been proposed, but none of them is practical and comprehensive enough to meet the case as it stands today." He dwelt on the great good that has been accomplished by labor unions, and said: "If I had my way, I would have one great single organization, and use it politically." Without stopping to consider whether that would be either a "practical" or "comprehensive" measure, he went on to socialism: "Socialism is another aid." But socialism only meets the case in part." Then he paid his respects to the single tax: "The single tax would be too radical a measure and would arouse bitter antagonism." As a substitute, I would tax all incomes to a certain amount. If I had the power I would tax the life out of every dollar in every state, city and town, over one million." "Next," said he, "I would close the patent office at Washington and stop putting a premium on the invention of labor-saving machinery, which cuts off and curtails a number of hand-workers." "Next, I would urge co-operation between employer and employee." "Another: Congress should create a department of labor, with an equal voice in the cabinet, the same as the department of agriculture." And he wound up by telling the workmen to send men to the legislature who would legislate in their interests and not in the interests of capital. After condemning all current measures as neither "practical" nor "comprehensive," he proposes a few of the most impractical and superficial remedies imaginable. Verily, the average preacher who deals with the labor problem is surfeited with ignorance of his subject.

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Why is it that there are so many of the christian reformers who are afraid of arousing "antagonism?" Radical diseases require radical remedies, and it must be remembered that none of these abuses which are forcing the workmen into serfdom can be abolished without creating antagonism. Whoever believes that the vast structure of iniquitous laws, precedents, and theories now oppressing workmen is to be uprooted without conflict of some sort is very simple. Christians have not to concern themselves with

the radicalism of any proposition, nor the degree of antagonism which it will provoke; if the thing is *right* that ought to be enough for them. Let our christian ministers examine these questions intelligently with a view to understanding their righteousness and their sermons will have more value. The christian religion was not established in the first instance without antagonism. Christ was one of the most radical reformers the world has ever known, and when the doctrines which he taught did finally come to be accepted by society, there was not one stone of the political, social or religious edifice of the Roman society which crucified him, left standing upon another. We have about reached the period of another social, political and religious reconstruction. We need radical remedies these days, but they should also be *right* remedies.

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The American Federationist bitterly scores the leaders of the Socialist Labor Party for their attitude towards trade unionism, and if the charge which the *Federationist* makes is true, that the New York contingent of the Socialist party, headed by DeLeon and Sanial, are exerting themselves to defeat the efforts of the garment workers to secure better conditions of existence, the Socialists deserve all the execration that can be heaped upon them. And I haven't the slightest doubt that the charge is true, as I have often felt that the Socialists who are represented—or misrepresented—by the New York organ of the party ought to hang their heads in shame at some of the vicious attacks on "pure and simple" trade unionism which frequently appear there. The Socialists cannot advance their cause by attacking trade unionism and attempting to tear down the organizations which have done so much to ameliorate the wretched condition of the workers; they only injure the cause of reform in general, and place themselves in a position to receive the well deserved contempt of honest men of whatever school of thought.

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Anent the movement in favor of postal savings banks mentioned in the April CONDUCTOR, it may be of interest to some readers of THE CONDUCTOR to have the statistics showing the remarkable success of this measure in Great Britain. Postal savings banks were established at all money order offices in 1861. From then till 1890 there were 113,000,000 deposits, amounting to \$1,387,950,000. At the end of 1890 there were nearly 5,000,000 depositors, and \$326,290,000 deposited. Since 1876 there has been paid over to the exchequer sums which now amount to a total of \$7,305,000,

and the institution still shows a surplus to the credit of the government of \$8,425,100. The total cost of management up to 1890 had been \$1,580,538. Thus, the institution, besides affording an absolute safe savings deposit system, has been quite an important revenue producer for the government. Postal savings banks are in the interest of all but the money loaning class, and it is to be hoped that the measure will be pushed to a successful issue in this country in the near future. State savings banks are in successful operation in twenty-five countries.

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Speaking of economic conditions in Great Britain, and as illustrating the flimsy foundation upon which the reputations of the majority of these political "friends of the people" the world over are built, Mr. Joseph Chamberlain has come into considerable prominence within the past few years as the champion of the cause of the working classes of England. The February number of the *Review of Reviews* contains a long article lauding Chamberlain to the skies for his devotion to the cause of the masses, and his unwavering determination to compel the privileged classes to concede measures calculated to make the condition of working people more bearable. Cham-

berlain's reputation as a "friend of the people" rests mainly on his proposal for an old age pension scheme, out of which he has been making political capital for ten years past. This proposal is, briefly, that the workingman is to deposit the sum of £5 in the state savings bank before he reaches the age of twenty-five. This deposit is to be added to by a bonus of £15 from the state. The workingman is then required to make an annual payment of twenty shillings until he reaches the age of sixty-five, and out of the fund thus accumulated he is to receive a pension of five shillings (\$1.22) per week from the age of sixty-five to the end of his life! A mighty slim foundation, this, upon which to build a reputation as a "friend of the people." The vital statistics of Great Britain show that but seventy-seven persons out of a thousand of the entire population live to be more than sixty years of age, and the average age of the working class is but twenty six years! It is safe to say that of those forced into this beautiful scheme probably one per cent would live to realize the inestimable benefit to be derived from a pension of \$1.22 per week. It is upon such modest foundations that the broad structure of Chamberlain's fame is laid. And he has many imitators here in these United States.

"B."

A SUPERINTENDENT'S SENSIBLE SAYINGS.

At a recent meeting of the Railway Club in Chicago, H. D. Judson, Superintendent of the Chicago division of the C. B. & Q. R'y, read a paper entitled "Railway Ethics," which was so radically different from the papers usually read at such meetings, both in subject and in ideas, as to attract attention from all thinkers. We gladly present it in full. If more of those in authority on our railroads will embrace and practice some of the ideas expressed by Mr. Judson, it will result in profit to themselves personally, to the employees generally and to the stockholders financially:

The system of discipline which obtains on the railroads of this country to-day is the one relic remaining of the practice of a generation ago. We have advanced in all other respects. In the construction of railroads the needs of the public have been met and discounted for years to come. In all matters affecting transportation railroads have kept abreast of the times and in harmony with the progressive spirit of the age, but in the management of men we seem unable to advance beyond the point from which we started when railroadng was in its infancy.

We have improved our tracks till we have a road-bed and a rail section capable of sustaining the heaviest and fastest traffic. We equip our lines

with the latest improved and most powerful locomotives. We furnish the public with the most luxurious of coaches for their personal use, and with cars adapted to all classes and kinds of freight. We transport passengers and freight at a cost below that of any other country and at a speed at which the earlier builders of railroads never dreamed. But what are we doing for the improvement of the employe, on whom the integrity of our service depends? We spend considerable sums for laboratories in which to test the materials which are to be used in construction and repairs. We know the history of every bit of wood, the wearing qualities of our paints and oils, the tensile strength of each piece of iron or steel. We keep careful watch of the working of every new device, noting its performance with the utmost anxiety, but what do we know of the men we employ?

What is our practice? Do we keep in touch with our men? Do we counsel and advise? Do we aid and encourage? Do we acknowledge and approve everything meritorious, or do we simply discipline them for their shortcomings and leave them to be taken care of by other and different influences? And, speaking of discipline, how is it administered? Do we inquire carefully into each offense? Do we consider the record of the offender, giving him credit for the good service he has performed?

What is the object of discipline? Clearly to improve the service. The only way to improve the service is to improve the men. Are they being

made better by the system which obtains? Obviously we have a nigger grade of men than we had twenty years ago, but is the improvement not rather in spite of our discipline than by reason of it?

A man or a boy enters the shops of a great railroad and becomes at once a part of a great machine. Nobody notes that his work is good, that he is sober and industrious, though quiet and retiring. Some day he ventures to suggest to his foreman an idea which he thinks is good. He is told to attend to his work and not concern himself with something beyond his province. Naturally diffident, he is easily crowded into a corner, where he remains. He becomes indifferent and mechanical, takes no thought to surrounding conditions, but plods on because he must, working for the whistle and the pay car. He might have been encouraged to make suggestions and have become a more valuable man, but his foreman from ignorance, jealousy it may be, or a desire to show his authority, or possibly simply from a lack of knowledge of human nature, holds him down.

Perhaps he goes into train or engine service, and in course of time comes to take charge of a locomotive or a train. He runs for years without trouble or expense to the company, when one day he is involved in an accident which costs considerable money. He is called before the superintendent or master mechanic, or both. The master mechanic is very busy and anxious to get back to his shops. The superintendent's liver is working badly. They are both irascible, and the man is summarily disposed of by being sentenced to thirty days—not at hard labor, better in many cases if it were, but thirty days' enforced idleness. For with all our progression, we have not progressed beyond the old-fashioned way of punishing for accidents. Thirty days in which to come and go at will, degraded before his family and his fellows; thirty days for the street, perhaps the saloon and the gaming table. The thirty days have cost him \$100, more or less, though profiting the company nothing, and he returns to work with a feeling that he has been unjustly treated, and nursing his wrath against the day when trouble comes to the hated corporation. Nothing can be worse for company or for men, than unrestrained power in the hands of a passionate or narrow-minded man. One subordinate with a quick temper and a sharp tongue, who thinks more of showing his authority than of keeping good men satisfied, can sow more discord in a minute than the most diplomatic manager can eradicate in a year.

I venture nothing in saying that half the strikes which railroads have suffered might have been averted by more considerate and intelligent treatment of employees by those in immediate control over them. I go further, and say that, in my opinion, if heads of departments were more broad minded and level headed, used more moderation, appealed more to reason and less to force, the older and more conservative labor organizations would exhibit a more tolerant spirit, and the younger and more pernicious ones would die of atrophy.

A few of the smaller lines, and at least one large system in the east, one important western line, and certain divisions of others have put into effect a system of disciplining men, which does away entirely with suspensions. There are other features,

each one of which is an innovation, but the abolition of suspensions is what distinguishes the plan. On one road where the system has been in effect since June, 1894, the testimony of both officials and employes, is to the effect that it works exceedingly well.

It may not be possible, perhaps not desirable, to bring about absolute uniformity of discipline, so much depends on the circumstances and on the man, but general principles can be laid down. No man who studies human nature but appreciates that what is meat for one is poison for another. The employe who is self-willed, obstinate and destructive cannot be managed in the same way you manage one who is conscientious and desirous of approval. And, again, are not some of us led into discriminating for or against certain classes of employes? I am persuaded that men are sometimes disciplined for belonging to certain organizations, and other times the fatal error is made of disciplining one who belongs to no order more severely than we would one high in the councils of organized labor. Neither race, creed nor condition should ever govern in the enforcement of discipline. It is desirable to have the superintendent or head of department in close touch with his men. It is desirable to have perfect confidence between them. It is the testimony of those who have tried the new system that it conduces to this end. It is desirable to have employes feel free to inform officials of anything they may see going wrong or to suggest anything which in their opinion will improve the service, and if the scheme of discipline mentioned above shall have no other effect it will serve a good purpose. One way to have more conscientious men is to have more conscientious officials who know their men and appreciate their fidelity.

Abolition of suspension and the other features of the improved system, are not the only means necessary to bring railroad employes to the highest standard of efficiency. Corporations ought to do more, it seems to me, in the way of providing attractive rooms, with congenial and beneficial surroundings at division points, or wherever large numbers gather.

If we expect those who enter our service to make a life work of it, we ought to assist them to provide for their old age and their dependents when they are gone. A fund should be established for this purpose, to which, of course, every employe who expects to benefit by it should contribute.

The railroad manager of to-day has to deal with as serious problems as ever puzzled mankind, and has enough to engage his time and his abilities without any contention with his men, and railroads have need as never before of the co-operation of their men. Nobody needs to be told that an intense prejudice exists against corporations. Oftentimes blind and unreasoning, but none the less potent. Many influences are at work to discredit railroads and deplete their revenues. Our own employes are often found identified with movements which result in embarrassing laws and supporting men for office whose only claim is hatred of railroads. Sometimes this is from ignorance, sometimes from a desire to "feed fat some ancient grudge." We wonder at it, and it is strange and inconsistent, but is the employe more at fault than the official? Some time we shall see an organization of railroad men, which will be all powerful and effective for good. It will be composed, not of employes alone, organized to

force concessions from railroads which they can ill afford to give, but an organization of employes and officials, whose object shall be to protect themselves against unfriendly legislation and all forces that war against their mutual interests. Some time railroad men will understand that it is only as their employer is prosperous that they can hope to be.

In bringing about the era of greater friendliness on the part of the people towards railroads, which

must come if transportation lines are to be allowed to earn sufficient to maintain the present excellent standard of efficiency, a scheme which will provide for a more careful and systematic selection of employes, a more rational discipline while in the service, and a wise arrangement for their support when by reason of old age or infirmity, they are incapacitated for work, will go far toward bringing it about.

BORROWED OPINION.

Capital presents the strongest imaginable argument in favor of organization by the combinations it is daily forming. — *Midland Mechanic*.

When our so-called courts of justice recognize the fact that violation of law by a rich man is deserving of the same punishment as violation of law by a poor man, they may be properly termed courts of justice. — *Railroad Telegrapher*

The success of the railroad association of South Orange at the recent elections in that town practically substantiates the position which the *Employee* has long taken that the railroad men of New Jersey hold the balance of political power, which has only to be properly organized to secure for the railroad men of the state everything they might, within reason, desire. The Jersey City Branch of the Steam Railroad Men's Protective Union also won a signal victory in that city, electing both candidates, who received the endorsement of the Union. — *Railroad Employee*.

The reverses of the Italian army and the awful loss of life resulting therefrom have raised a cry of bitterest regret and indignation in all parts of Italy. Italian manhood refuses to be forced to take arms in an unworthy cause or to engage in a struggle in which they have no personal interest, and they are flying to America in shiploads to escape conscription. Immigration, however small, cannot help having an unfavorable effect upon the already overstocked labor market. They will swell the army of the unemployed with the inevitable result—lower wages. The bravery of King Menelik is directly responsible for this, which emphasizes the truth that those who are seeking a remedy for the many ills that the social and industrial world is heir to must with a comprehensive mind and heart embrace all humanity as a factor in the problem. Efforts confined within one creed or class, one nation or association, can never hope to bring about satisfactory results. — *Commoner and Glassworker*.

Indications from several points are that the question of fewer hours of labor is meeting with more serious consideration, and that the sentiment is growing with favor for the movement. Its importance for good cannot be questioned. It is a matter of vital concern to the members of our craft, as well as to the mass of wage workers in all other trades or callings. It should be discussed at every opportunity. It will lose nothing of its merits from being dissected. Everyone should reflect seriously upon the phases of its presentation and the benefits to accrue from its application to not only time-labor, but piece-workers as well. We refer to it often, because we desire to keep the mind of the worker exercised on a problem to be solved wholly on its merits. — *Think on*

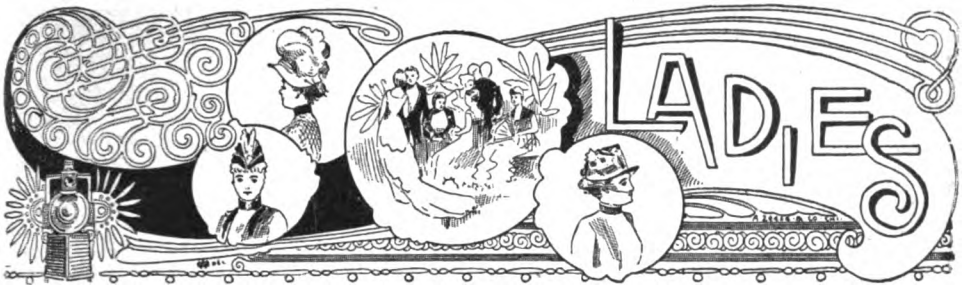
it, don't let it rest. If you haven't had an argument on it yet, spring one, and it matters not which way it may terminate, the good points will be brought out, and lasting benefit may be derived therefrom. — *Typographical Journal*.

If the working people of other callings, after centuries of experience, have decided that their interests are best served through "class organization," shall railway employes, who are but newcomers into the labor movement, not profit by the experience of others? * * * The carpenters, the conductors, the bricklayers and the firemen claim, as an inalienable right, the privilege to organize into trade unions; they make no war on any other calling, but advocate a close and binding federation of forces; then, by what what right have men, who know not the meaning of manual labor, to wage a fierce and vindictive opposition movement. — *Locomotive Firemen's Magazine*.

It is well known that throughout our Southland at least our penitentiaries are taking the bread out of the mouths of our wage-earners. The criminal class comes into immediate contact with honest labor in crowding our markets with furniture, shoes and perhaps other products that were heretofore considered mainstays for the support of the honest sons of toil. The general outcry raised in the North against this inhuman practice has largely caused the abolition of this baneful outrage and brought the law-making power of that section to see the enormity of the offense. If it was unjust in the North to place their criminal classes in competition with honest and law-abiding classes, how much more is crime enhanced in the South, where the jails and penitentiaries are mainly crowded with the African race, to whom it seems natural to break the laws and become burdens upon the whites.

But who has brought about this state of things? Ask yourselves the question, taxpayers. When you are invited by the smooth-spoken gentleman who wants to go to the legislature, and wants you by your vote to help him get there, do you under these conditions ever think of the enormity that is being continually practiced either against yourself or your fellowman by arraying the colored criminal class against you and the race to which you belong. That the wives and families who are dependent on their white wage-earners are having the bread taken from the mouths of those they love by a criminal and inferior race, and all this by those you have elevated to a position which enables him to inflict this injury upon you.

Call upon the press that speaks for you to agitate this vital subject and encourage them to do it boldly and fearlessly. Soon the remedy will come. — *New Era*.



Editor Railway Conductor :

Well, here you are again, you dear old CONDUCTOR. You certainly can boast of a different reception from the one you received a few years ago. Now that the L. A. to O. R. C. has developed to its present standing, with brighter prospects ahead, you are not received with indifference and laid to one side or read without interest. Now as the time draws near for you to come each mail is watched with eagerness, for we know that every page contains something of interest to us and we will see the names of some Sister or Brother we know and are glad to hear from. Those whom we do not know personally we know are of us and that their interests are ours. The letters written from all over the land encouraging some faltering one, are of deep interest to all of us, and should be read thoughtfully and carefully by every Sister and Brother.

I was much interested in one of the editorials in the March number. It was headed, "A Pension for Disabled Employees." I am in a position to know and feel what a "God-send" it would be if the railroad companies were compelled by law to provide for life for the army of crippled men they leave in their wake to drag out a miserable existence. Some of these men have finished educations and experience and are capable of filling any position that might be given to them in the offices of the company and which in justice they ought to have. But when a man gives the best part of his life to the corporations and is then crippled, they have no use for him and he is thrown on the mercies of the world or on the charity of his "order." Sisters, read THE CONDUCTOR: it will give you some idea of the ability (second to none) existing among the conductors of to-day. Many have ability which would grace the halls of Congress. Every department is worthy of your attention.

Now, I will tell you something of our Division. We are getting along well. We are not idle, nor do we lack in interest. Our Sisters are thoroughly awake and know the amount of work they have before them. Kansas City is a large place, and a great many wives of conductors live here. We have the best of material to pick from. We take in new members at nearly every meeting, so you see we are not asleep. Now that Chicago has an Auxillary the three links of the chain are connected. Chicago, St. Louis and Kansas City. We are getting ready now for our entertainment on our anniversary, which occurs on the 25th of this month. We will then have been organized just a year. Sister E. E. Ives was our first President, but owing to a sad accident she has never been able to attend a meeting. Sister Ives resigned as President after her accident, and

was succeeded by Sister Ruby, who proved to be the right woman in the right place. We hope soon to see Sister Ives with us again, as she is getting better. Sister Campbell has moved to Herington, as her husband now runs out of there. Sister Railsback has escaped from the noise of our busy city and has gone to the country to rest and be happy this summer. Sister Powers has a candidate for us, and we expect her to come with the candidate at any time now, as the weather is getting warmer. The candidate is just three months old. The Brothers may object to our taking him in, as we have never allowed any of them in our meetings, but they will more than likely come to the conclusion that he is better off with us. There is a perceptible feeling of security when Sister Shanahan fills the chair of Guard, and we hope she will not get homesick to go to Chanute on our meeting days, as we need her. Sister Hackett moved to Argentine, but her smiling countenance is never missed from our meetings. She is as regular as if she lived in Kansas City. Sisters Baker, Shipp and Clawson have to come from Wyandotte. They are never absent unless on account of sickness. Sister Leslie is our organist. Sisters Boyer and Caffery have large families but are never absent. Our vice-president is Sister Branch who lives in Westport. She has a lovely residence and a large lawn and we are just waiting for the warm weather to come so that we can have our monthly social at her home. Sister Collins also has a lovely house and we expect to enjoy our social with her this summer. Our monthly socials have proven successful financially and socially. Our last was given at Sister Glaspell's elegant home and was a thorough success. We will be glad to have any visiting Sisters in our city visit us. If any of the Brothers feel disposed to visit us we will suspend business long enough to give them a welcome.

Kansas City, Mo.

MRS. I. E. KIMBALL.

Editor Railway Conductor:

It again becomes my duty to inform the readers of this department as to the welfare of Detroit Division No. 44. Our last meeting had a large attendance and much interest was manifested to promote the cause for which we are united. The initiation of Mrs. G. A. Stagg, and transfer of Mrs. Ford from Leap Year Division No. 18, greatly added to the features of the meeting. This makes a recent increase of four members, with one in readiness to be balloted for at our next regular meeting.

In the way of social events, one of the most successful in every respect, was the poverty social, given at the home of Sister M. C. Whiting, by Sisters C. L. Granger and R. E. Decker. All were

requested to wear attire suitable for the occasion, or be subject to a fine. The prizes offered to the gentleman and lady having the most appropriate costumes, were won by Mr. and Mrs. A. J. Eley.

Refreshments were also served in accordance with the occasion. Some choice selections of music and recitations increased the merriment of the evening, until a late hour. All returned home, convinced of having had a general good time.

Eleven of our Sisters were fortunate in being present at the organization of Granger Division at Jackson, Michigan, named in honor of our President, who was instrumental in organizing the same. Much credit is due the Sisters of Granger Division, who so cordially welcomed our Sisters, and their hospitality will long be held in remembrance by all participating in the enjoyable event.

The insurance has been well established in our Division, and our agent, Sister Z. M. Hibbard, who is an energetic worker, has cause to feel encouraged by the number who have taken out policies.

Preparations are being made for another ball, to be given April 8th, and judging from past events of this kind, an enjoyable time can be assured.

Detroit, Michigan. MRS. C. W. HITCHCOCK.

Editor Railway Conductor:

Our officers all take great interest in the meetings, especially our President, who makes a trip of two hundred and sixty-eight miles to be with us at every meeting.

The Sisters are preparing a box of bedding for the Home for Disabled Railway Employees, which will soon be ready for dispatch. The next to give us something to do is our "calico ball," to be given May 1. All are looking forward to a good time and a success in every way. All who read *THE CONDUCTOR* are cordially invited, but must remember they cannot be admitted to the hall unless they wear a calico gown. In reading the April number of *THE CONDUCTOR* I was much pleased with the letter from Sunbury, Pa. Wish I could have the pleasure of a warm handshake with Roxy. Good luck to all Divisions.

Saint Albans, Vt.

CORRESPONDENT DIV. 53.

Editor Railway Conductor:

Having been appointed correspondent for Monumental Division No. 81 of the L. A., it becomes my pleasant duty to keep you informed of the doings of that organization in Baltimore. We were organized by Sister Wiltse last November with a board of excellent officers, and have been doing nicely ever since. In January we held our first social and basket party with Sister Curran. All spent a pleasant evening together and we realized enough to purchase badges for the Division. If the wives of the O. R. C. only knew how nice the Auxiliary really is they would all join and help to make it even more successful than it now is. Best wishes for all the O. R. C. boys.

Baltimore, Md.

MRS. E. J. RODGERS.

Editor Railway Conductor:

I wish to report for several of our members, who attended the union meeting held in Sunbury, Pa., in January. There were six from Division 80, so you see for a new division, we did very well, and we all enjoyed ourselves very much. But who would not? For the ladies of No. 8 did all in their power

to make our brief stay pleasant, and such a good time we had; and such a banquet! Everything one could wish, and all so nice. I hope that No. 80 can sometime return the compliment, and entertain our Sisters. Our President, upon learning that Grand President Mrs. Moore, would be at the meeting in Sunbury, immediately wrote her to give us January 27 to instruct us in the new work; she kindly consented to come, and a ball was given in her honor, which from all reports was a success. The following afternoon we were instructed in the new work, and since then have been trying to make ourselves familiar with it. Our Auxiliary has been doing some charity work; we have purchased material for two dresses for two little orphan girls, children of Mr. and Mrs. Jones. Mr. Jones was at one time a member of Division No. 9, O. R. C., but neglected to keep up his dues. Oh, Brothers! do not neglect to pay your dues or assessments, and so let your insurance run down, and thereby cause those left behind to be without means of support. Brother and Sister Webber have been sorely bereaved by the death of their little daughter, Pearl, who succumbed to the dreadful typhoid fever. She was a bright and lovely child, and the parents have our deepest sympathies. At our last meeting two members were initiated. I was not present, but heard they had a good time.

VAN.

Elmira, N. Y.

Editor Railway Conductor.

Perhaps you think we are unsuccessful in our work, as you seldom hear from us. We are very prosperous and seem to take pleasure in our official duties. We are sorry to say that our Secretary, Mrs. W. C. Rowland, resigned from her office, which she so faithfully filled. The twenty-fifth of April is our anniversary; though it is the first one, we hope to celebrate it with many honors. We are piecing a quilt and hope to have a large return for our labors.

MRS. W. BARBER.

Phillipsburg, N. J.

Editor Railway Conductor:

I take great pleasure in informing you that our Division is flourishing and bids fair to have a constant growth. It is true our Division is small, but it is young yet and is composed of a set of earnest workers who will make it one of the most prosperous Divisions in all the West. We expect now to have two initiations at our next meeting and will give the new Sisters a cordial welcome.

The members of the O. R. C. are beginning to look forward with pleasant anticipations to the coming of our socials. They are not only given for the pleasure of the members and their wives, but to show the outside world what zealous workers we are and what good times we can have. On the 10th inst. we gave a social at the home of Sister Heagy, the principal feature of which was an old fashioned grab-bag. The ladies furnished all sorts of fancy articles to fill this receptacle, and it was indeed amusing to watch the faces of the "grabbers" as their good fortune was made plain after their ventures. However, they were all satisfied and the bag was voted a great success. After the entertainment Sister Heagy served a tempting luncheon, which was thoroughly appreciated. Then we departed for our homes, wondering when another such good time would be given us.

We expect to keep the members of the Auxiliary

posted as to our doings through THE CONDUCTOR. Our Division sends wishes for continued prosperity to all the Brothers and Sisters.

Lincoln, Neb.

MRS. F. E. LANTZ.

Editor Railway Conductor:

On Easter Monday occurred as pleasant and profitable a party as was ever given by Stevens Point Division 211. The attendance was good, there being some friends of the Order present from out of the city. The success of the party was largely due to the efficient committees who had charge of the different parts of the work, as well as to the sentiment which exists here,—nearly everyone being friends of our large-hearted conductors. The refreshments, on this occasion, were served by the Ladies' Auxillary, and this department was nicely managed, and proved a valuable adjunct to the success of the affair. The party was held at Rink Opera House, which had but recently been remodeled, and proved to be very conveniently arranged.

MRS. MOORE.

Stevens Point, Wis.

Editor Railway Conductor:

Being in a reminiscent mood, incidents in connection with our trip to Atlanta come trooping into my mind, one after another, and amidst them all I wonder how many are thinking of a year ago, and of our kind-hearted Sisters of the beautiful city of the south. How grandly they entertained us and what a splendid record they made for themselves in every way. The lovely drives through the city to the exposition grounds, (like our own White City, now a thing of memory). The "Midway," for the Sisters let us see the worst as well as the best, but it fair Atlanta has no worse spot, she is blest, indeed. The many Sisters we met there all live in memory, but some stand out more prominently than others. So it is in all things of life. How many times, when singing "Blest be the Tie that Binds," their faces float before me, making me oblivious of time and place, taking me back to the sunny south. Ah me! those pleasant days. How pleasing is the thought and the realization of the God-given gift of communication, that through the medium of the pen and press we can reach so many friends at once, as with us, through the kindness of our Brothers, we have THE CONDUCTOR, and we can almost say, our dreams and desires are accomplished. I have had many pleasant experiences during the past year. Visited at St. Joseph, had the pleasure of meeting the Grand President and many other Sisters, some old friends, many new. The same at Cedar Rapids, where, in meeting old friends and making new, the Gordian knot of "true friendship" was strengthened by many kind words and souvenirs of love. Again, at the organization of White City Division, friendships were renewed and new ones formed, and last, but by no means least, was our delightful visit to Rock Island, where, accompanied by a goodly number of Sisters of Division 15, we formed ties that we trust may never be broken.

Following this line of thought, it naturally brings us to the subject of insurance, and we feel assured that this feature is very essential to the success and progress of our Order. The foundation of our organization is universal sisterhood, and any failure to do all in our power individually can but be a detriment, and is certainly not in accord with the principles we profess. Those Sisters who are able

to take a policy, and neglect to do so, waiting to see what others will do, are not doing their part toward the progress and success of our organization, and bear evidence of a lack of the spirit of true sisterhood. Perhaps, to accomplish our purpose, it would be well for each Sister to search her heart, looking for traces of the "Golden Rule," and if she find any, apply it as soon as possible, thereby bringing into the life of someone who is burdened, sunshine and sympathy, weaving a garland of love and consolation for the unfortunate ones who have been deprived of a mother's loving care. The mission of an order like ours is to give words of cheer to the desolate, kindness and consideration for those who need our sympathy, to console in sorrow. But we are apt to look upon the affairs of this life with indifference. It is the evil from which we suffer, and if we do not throw off the yoke, we are in great danger of falling into a state of inactivity, from which even the wail of motherless children can not arouse us. I make this plea for our insurance. The protection is absolute, (as we are assured), and if you are so fortunately situated as to never be in need of the benefits of the same, forget not the moral as well as practical benefits your assistance will be to this feature of our organization, and when we are firmly established and on a sound foundation, it will ever remain a source of satisfaction to realize that you have done your full share toward those less fortunate than yourselves, and assisted to make some helpless little ones more comfortable than would otherwise have been their lot. Do not let human love fail you, but obey the Divine command, "This do in remembrance of me."

MRS. O. N. MARSHALL.

Galesburg, Ill.

Editor Railway Conductor:

Here I am, after a long silence. We, of the glorious sunny south land, are not dead or sleeping, but are alive and well and doing finely, although at one time things did look a little dark for us. We suffered a loss in the resignation of our President, who was compelled to that step by removal from this place. Our worthy Sister, Mrs. W. J. Hoover, has been installed in her place, and Sister R. M. Hoover has been made Vice President. Under their leadership we feel confident that our Division will continue to prosper. We know they will prove faithful and true to their duties.

Our Auxillary is already proving a source of great enjoyment, and we hope every conductors' wife outside of our charmed circle will take advantage of the first opportunity to join us. Our motto is "True Friendship," such as should be practiced throughout life, with a warm heart and friendly hand. The friendship which can lighten the burdens and brighten the lives of our Brothers and Sisters: which will lift up, ennoble and elevate; which will make us more womanly women, and our Brothers better men: which will bring conductors and their families nearer together, and assist in passing a few pleasant hours away from railroad duties and household cares.

We have pieced and beautifully embroidered a silk quilt, for the purpose of adding something to our treasury, and hope to realize a neat little sum. We have also begun a series of teas, Sister Geo. Clark breaking the ice for us, followed by Sister G. W. Shearer. Both were very enjoyable affairs. Our last was given by Sister O. D. Chance, and was

largely attended. Brother and Sister Chance have a happy charm of entertaining, and we wish them many blessings. The most happy event of the evening was the presentation of beautiful gavels, by Brother G. W. Shearer, with well directed remarks, proving to us that his sympathies and interests attend us. Our Junior Sister, Mrs. Tom Ferguson, though taken by surprise, responded very gracefully in behalf of our Division. We can but feel that Brother Shearer's interest is sincere from the fact that his wife is our much loved Senior Sister, and to her much credit is due for constant attendance, energy and push. We hope Brother Shearer's example may be followed by other Brothers and induce them to attend our teas. We would thus be enabled to meet our Sisters' husbands, and becoming better acquainted, would feel that our interests are the same. Sisters L. E. Alexander and Geo. Clark visited Turner Division No. 28 on the event of conferring the Oh, Why, degree. They are loud in their praise of the grand time they enjoyed, and of the cordial welcome they received; indeed, I could write a barrel full of the good things the Sisters say, but space forbids. I can assure the Sisters that their kindness will never be forgotten. **MRS. JOSHUA BITTERS.**
Houston, Texas.

Editor Railway Conductor:

When last I wrote, we were anticipating a visit to Turner Division, at Denison, Texas. Pursuant to that purpose, on the morning of February 25, twenty members of Sunflower Division, each wearing a sunflower as the emblem of her Division, were waiting for the M. K. & T. flyer bound for that city. It would be hard to find a more joyous band. Conductor Green had charge of the train, and to him we owe much of the pleasure of our trip. The day was a delightful one, and "all went merry as a marriage bell." We took dinner in South McAlester, and it was a feast. The train reached Denison in the early twilight and we found the good Sisters waiting to take us to their homes for entertainment. The next morning we were taken about the city in carriages, and in the afternoon we met in the Division room to receive the Oh, Why, degree. Some engineers were also admitted, and later, the Parsons conductors followed their example. The anniversary of Turner Division was duly celebrated with music, recitations, speeches, etc., during which the members of the O. R. C. presented the Sisters with an elegant organ. Then came a bountiful banquet, after which the time was spent in sociability and dancing until our train was due to leave, when several of the friends accompanied us to the station, the Dallas ladies having left a short time before. Conductor Gudgeon spared no pains in making us comfortable for the rest of the night. We reached home thoroughly delighted with the trip and with the hospitality of the people of Denison, which was unstinted.

On the evening of March 26 we gave a social to all the members of the O. R. C. and their families. The attendance was excellent and the hours were most enjoyably passed with music, dancing, and a general good time. Brother Barnes is a dancer and has the art of calling down fine, while Brother Jones is hopeful in the same line. It was a completely successful gathering, and we hope, will be many times repeated. Much credit is due Sister

Maynard and those who assisted her with the refreshments, and to Misses Morris, Rough and Brown for the music. We wish to take this opportunity to thank the Brothers for their many tokens of friendship and to assure them that they will never have occasion to regret our existence as a Division.

Before closing, allow me to say that our insurance agent, Sister Provolt, is up to date in the business, and acts as though she had been writing insurance all her life. She is doing good work.

Parsons, Kan.

MRS. A. O. BROWN.

Editor Railway Conductor:

Our Order is moving on smoothly and gradually growing; socially, it is quite a success; we have enjoyed many pleasant gatherings since our organization. The ladies are all enthusiastic, and a number of unique entertainments have been given for the good of the Order. Both the "poverty" and the "hat" socials were very good, indeed, and afforded great fun for all present: they were also successful financially.

Sisters Clark, Bresnahan, Nicholson, Nordstrum and Davey have entertained both the L. A. and the O. R. C. very pleasantly. The last amusement given by the ladies was a ten-cent social, held at the residence of Sister Harbolds, to which a general invitation was extended. A palatable lunch was served and cards were indulged in.

I take the liberty to extend to Sister Summers, who is now in Kansas City for her health, our heartfelt sympathy and a hope that she may soon come back to us fully recovered. With a sincere wish for the long life and success of the L. A. and O. R. C., I am

Raton, N. M.

MRS. C. W. B.

Editor Railway Conductor:

In Baltimore, Md., we have an Auxiliary to O. R. C. composed of wives of conductors of the Baltimore & Ohio R. R., Northern Central R. R. and Western Maryland R. R. We were organized November 26, 1895, by our Grand Senior Sister, Mrs. B. F. Wiltse. Although a new Division, we are taking in new members at each meeting, and some of the larger Divisions will have to be very careful or we shall claim the title of Banner Division.

We have had several socials and entertainments, thereby swelling our treasury so, that for one so young, and the success that has always followed us, we are well fixed financially.

We have good assistance from the members of the O. R. C. in this locality, especially so from the members of Collins Division No. 5, who, it appears, never tire of assisting or doing something for our benefit. This may all be caused by the close relationship existing between the membership of the O. R. C. and L. A. of the above mentioned Divisions. We were in a plight as to where we would keep our Division property, and as soon as Brother J. E. Kelly, of Division 5, heard of it, he made us a handsome chest for our badges and Division paraphernalia.

At our last meeting, Thursday, April 16, we were more than pleased to have our Grand Senior Sister, Mrs. Wiltse, with us, she paying us a complimentary visit. During the course of her remarks, she congratulated us on our good work, etc. While the meeting was in progress we had a committee

out getting, or making preparations for, a reception to Sister Wiltse, which was given at the residence of our President, Mrs. R. H. Tideman. We had a great time. The house was filled and the guests kept Brother Tideman busy. He says the next time the Auxiliary breaks loose he will hire a man to help him. Brother M. J. O'Neill was more than jovial and full of fun on this occasion. It is mostly due to him that our Auxiliary was organized. Miss Ida Thorn rendered some very nice selections on the piano, and Miss Kate Kirkwood favored us with some nice singing and playing. Mrs. M. J. O'Neill rendered Kathleen, and it was said by some of the Brothers from Collins Division that Brother Mike would make a good opera manager. Miss Kirkwood capped the climax in her recitation, telling how the Ladies' Auxiliary was organized in Baltimore, and what difficulties the President had, and is still having. Though she is not a member of the Auxiliary, we are in hopes some Brother will try and impress on her mind the importance and benefit to her to become one. The reception was a grand affair and will not soon be forgotten.

We have now a contest open for a gold O. R. C. watch charm between Brother Ebe, of the W. M.; Brother M. J. O'Neill, of the B. & O.R.R., and Brother K. Mitzell, of the N. C. R. R., which promises to be interesting.

If any of the Sisters from a distance happen to be in Baltimore, don't fail to call on us or our President. We are expecting, some day in the near future, to have a visit from our Grand President, Mrs. Moore. Sisters Shieswold and Mitzell, who met her at the union meeting in Sunbury, Pa., last February, spoke so highly of her that our members are very anxious to meet her. Our President, Mrs. Tideman, met her in Philadelphia at the Convention, in 1891, and also is favorably impressed with her ideas and decisions.

We have a candidate to be initiated at our next meeting, and have every prospect of having one at each meeting for a long time to come. If they continue to come so fast during this warm weather, our "goat" will be played out and we will have to borrow the one they have in the O. R. C. I was more than anxious to let the readers of THE CONDUCTOR know that the conductors' wives in Baltimore were in sympathy with organized labor, and were determined to encourage it by working for it, first, last, and all the time. "A MEMBER."

Baltimore, Md.

Editor Railway Conductor:

Our Division is flourishing finely: everything moving in good shape, with a large attendance every meeting day. On March 18 we celebrated our fourth anniversary by giving a banquet and an entertainment. The program consisted of the following numbers: Music by Lilliputian Mandolin Club; address of welcome, Mrs. J. W. Sylvester, President; music, Mandol Club; recitation, Miss May Forbes; song, Miss Anna Mullen; recitation, Miss DeGarmo; song, Mr. William Sylvester; recitation, Mrs. Hoffman; duet, Mr. Walker and Miss Mullen. All were recalled, which made our program quite long, but it was enjoyed by all present. At this time our President announced supper, and two hundred did justice to the bountiful repast set before them. The tables were beautifully decorated with palms and carnations, and here and there a

pink and silver candelabra. The conductors (bless their hearts) all say, "Our ladies know just how to do things right,"—and we hope we do.

Cleveland, Ohio.

AUX. MEMBER.

Editor Railway Conductor:

On the evening of April 7, Columbia Division 37 held their third annual ball and reception, which proved very successful, socially and financially, considering the night, which was really the worst we experienced this winter. Brother Strawn and wife from Muscatine led the grand march.

Sister Fox and daughter, of Division 71, were with us. All seemed to enjoy themselves. At our first meeting in April a letter from Sister Higgins was read telling of the death of Brother C. P. Hodges, and oh, what a surprise it was to all of us, and our hearts went out to our dear Sister in her sad hours of affliction. She has lost a kind and loving husband. I think I never visited a more happy home than theirs: every wish gratified. But they did not live for self alone. They put their trust in Him who has promised to comfort the widow and orphans.

We gave a surprise to Brother Wm. P. Daniels and family. Sixteen of the Ladies and husbands drove out to their home in the evening of April 21, but they were not at home. We took possession of the house and waited. They returned about ten o'clock. Brother Francis' wife followed soon after. After visiting awhile we served refreshments, which we had provided, after which Brother O. Sackett made a very appropriate speech, presenting Brother Daniels with a present from the Ladies in token of their friendship, consisting of a watch charm, with the monogram, O. R. C., on one side, and Knights Templar on the other. It was several seconds before Brother Daniels could respond, but he finally did so neatly.

As Brother Daniels was going back to Colorado soon we bid them good-night and good-bye, feeling well paid for our trouble.

Cedar Rapids, Iowa.

MRS. T. B. WATSON.

Editor Railway Conductor:

We are succeeding, I can answer, very well. We have good attendance, our Sisters take an active part in the work and are interested in each other. You know that is half the battle, and I am happy to say we live in an atmosphere of harmony. Some of our more backward Sisters have almost forgotten how to be backward. We live and work in mind of the Golden Rule: "Do unto others as you would have others do unto you." We think that a good rule to follow.

On the 21st of February we celebrated our sixth anniversary. We had with us guests from Harrisburg, Columbia, Wilmington, Baltimore, and Camden, all told, one hundred. All enjoyed themselves, even our Brothers from 182, who work so hard to help us along. And so it should be: are we not one family after all? Come, Sisters, do more visiting; we may thereby help share the burden of many a soul which is weighed down by the load. A word of cheer, how it will help; you may speak it, or perhaps you may hear it.

How many of us consider the daily sacrifices our husbands, make in our behalf?

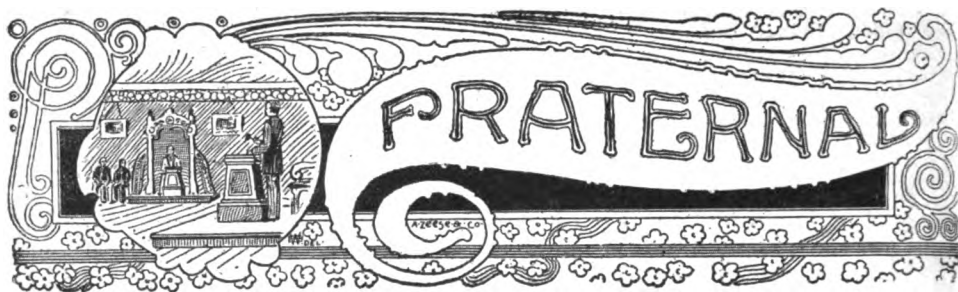
It is our duty to help look after the finances in order that the dues in the Division and the insurance are paid, so it may be ready in a time when we least think of it. These are all matters to think about.

When we look ahead, oh! how far, but when we look back it seems like—

"Just a little sunshine, just a little rain;
Just a little happiness, just a little pain;
Just a little longing, just a little gold;
Then the great eventful tale of life is told."

Philadelphia, Pa.

M. S.



Editor Railway Conductor:

The first anniversary of Baltimore Division 337 was celebrated by a banquet on the evening of March 29, at our hall. At three o'clock sharp the Brothers assembled in the hall, and evidently they had come away from home without dinner in anticipation of what was in store for them, for the first topic of conversation was about something to eat. For a short time everything seemed to be very dry, but finally we heard a very peculiar noise, out in the main hall—the like we had never heard before. In fact, the boys became very much frightened, some trying to get out the windows, and others started for the rear door to make sure of escape to a place of safety. We began to think instead of having a banquet we were going to have several funerals, because of the boys hanging by their hands on the window sills, ready to let go and fall a hundred feet to the pavement. We had one brave Brother among us, however, who took in the critical state of affairs, and the only one who could interpret the awful distressing noise that had almost caused a panic. Our esteemed country Brother, J. A. Ward, called at the top of his voice: "Hold on, Brothers, do not get scared: that is only a cow bell. Dinner is ready." You can imagine what effect this cheering news had upon the boys. In a very few minutes order was restored and congratulations extended to our Anne Arundel County Brother for his presence of mind in saving what might have been a sad calamity. Again we heard the same startling noise that just a few minutes ago had scared us out of our wits, but having the utmost confidence in Brother Ward, who assured us that dinner was ready, we were not long in answering the call. We marched up stairs to the next floor, and there we were met by a Brother who escorted us into the dining room, where we found the committee on arrangement had done credit to themselves by serving a bountiful dinner with everything the market could afford. Brother Shiply, one of the committee, was selected to buy all the eatables for the table, and credit is due him for the abundance provided. After the Brothers had satisfied their appetites the next thing in order was to open a box of cigars. The rest of the evening was spent in speech making. Everybody seemed to enjoy themselves. We missed our worthy Brother Mortimer Taylor, on this occasion from the fact that you will always find him in the Division room on regular meeting days. Our humorous Brother, better known as Ike, who is accustomed to attending banquets and having five o'clock dinners at the Shoreham, was prepared for the occasion, and he furnished all the boys with a buttonhole bouquet.

Music was furnished by Brother Gaither's two boys.

At our last regular meeting, on March 22, we were agreeably surprised when we reached the hall to find it full of strangers. It was not very long before we discovered the visitors were members from Camden Division 170, and I can assure you we were only too glad to welcome them to the right hand of fellowship. We regretted very much that we could not show them a better time, but notwithstanding the fact we were taken unawares, we did the best we could to make their visit as pleasant as possible. Our members have become more enthusiastic than ever in the good work since the Brothers from 170 have convinced us that a more fraternal feeling should exist between the Divisions. The members of 337 are made of the right kind of material, and it will not be long before Division 170 will find it out, but we are just now considering the advisability of sending an advance guard. After all the Brothers had expressed their views on the "good of the Order," we repaired to the restaurant at the B. & O. depot and took supper, after which the visiting Brothers departed for home.

H. L.

Baltimore, Md.

Editor Railway Conductor:

Being a member of Division 317 perhaps I may air my views as to the duty we, as members of organized labor are expected to perform, without hurting the feelings of anyone. I have done a good deal of traveling through this world, though not as an Order man, and as a laboring man took a deep interest in the way union and non-union men fared when meeting each other. While braking on a Western road I had a very good opportunity to scan the features of several men who wore pins proclaiming them to be union men. They would always come up with a bright smile and give me a good talk, asking me if the superintendent and trainmaster were hard employers to get along with if the conductor was a nice fellow, what order he belonged to and if I thought there would be any chance for them to get to P— or S— or T— on this train. After giving my interrogator full swing while I was coupling the air hose, letting off the brakes and looking over my train in general, I would then ask him where he came from, what order he belonged to, see for myself by his receipts, if he had any, whether or not he was in good standing, take him over to the hotel and have whatever vacancy existed in the inner man filled, look up one of his Brothers and give him an introduction, run to catch my train and return in a few days to find that

my interviewer had gone South. He had an extra job breaking and in all likelihood would get a steady one with "B" on the "L" branch, as "B's" work was getting heavy and the men he had were entitled to the chain gang run. (Am I right, "B"?)

Now suppose that man had no pin, had no cards or receipts or anything else to show that he was not a loafer, bum, or worse still, a spotter, what do you suppose would be the feelings of such a man when we came to part as compared with those of the man who came thoroughly prepared? It is illustrated daily, Brothers, over all this continent, and it is time you were impressing as firmly as you can upon the minds of those who are still without the fold the advantages that are becoming ours day by day. The time is coming when to union men alone will belong the honor of making this the greatest Nation of the entire world. Talk to brakemen, firemen, operators, and all railroad men in particular, and beg them to organize, for the sooner we are united as our states are united the better it will be for us and for civilization in general. Success to all the Brothers. **SENYE KCID.**
New Haven, Ct.

Editor Railway Conductor:

The members of Lorain Division No. 295 gave their first annual ball on the evening of the 6th inst. When Pomeroy's orchestra struck up the grand march Brother F. Marren and Sister Marmion took the lead displaying green signals, and the dispatcher was kept busy giving green signal orders until one hundred and forty-nine couples were similarly equipped. For a time these able leaders and their followers gave an exhibition of very fine marching, forming all kinds of (wish I was out of it) turns. The dancing was kept up until the big hours began to come around when our guests went home fully satisfied that the O. R. C. can conduct a ball as well as a train. We did all in our power to make the affair a pleasant one to all our patrons and their commendation is certainly very acceptable.

There was a corner for the green hands, into which four correspondent happened to fall and was at home. Brother Rosenbury certainly took the cake. Brother Wilmot tried to dance but was ruled off the floor. Brother Hadaway also cut quite a figure. The chief sport came, however, when Brother Marren arranged a scrap between Brothers Wilmot and Myers over the sale of supper tickets. Brother Hadaway had sold some but kept quiet about it, so when Wilmot and Meyers came to settle up they were short. They counted and recounted both tickets and money and accused each other of all sorts of high crimes and misdemeanors until the conspirators could no longer retain their mirth and laughingly confessed. Peace was at once restored but there were deep mutterings as to the dire vengeance they would exact when the hour came for getting even. Take it all in all we had a delightful time and have often since heard the question, "when are you going to give another?" Our genial trainmaster, W. H. Romoser and wife were honored guests and appeared to enjoy the evening. But here is the caller and you all know he may not be denied. **L. O. RAIN.**
Lorain, Ohio.

Editor Railway Conductor:

Division 114 still meets at the old stand and will always welcome visiting Brothers and try and

make it pleasant. Come, Brothers, give us a call, we will try and teach you all something; this includes members of our own Division.

Brother Linhart and wife celebrated their ten years of married life the other evening, and fifty or more of the Brothers attended. They report a pleasant time. Brother Linhart was presented with a large couch by his Brother conductors. Brother O'Brian made the speech, with Brother Forbes a close second. Brother Linhart was taken by surprise and could hardly reply for some moments after. They say Brother Good is going to take a better half.

The ladies are trying to organize an auxiliary here. Mesdames Vance, Reinhart and Rice came over from Altoona this week and report meeting with great success. Brother Geo. Miller's wife has taken the matter up and it is bound to be a go.

Brother Charles Narthen and Brother Shuler have returned to duty again. Brother Barron has recovered from a very bad sick spell. Brother Hodge is sick in bed and will be pleased to have the boys call at his new home at Swissvale Station. Call and see the Captain, boys. Brother Oscar Mowery's baby boy died last week. Brother Mowery and wife have the heartfelt sympathy of the Order.

We received a letter from Brother Chas. Sallor, who is at Aspen, Col., for his health. He says he is doing as well as could be expected. We all want to see him back soon, as Charlie is a great hustler.

Brothers who signed the petition to have one meeting held in the afternoon had better get in line. The afternoon meetings have been the poorest ones we have held. Now, boys, come, or they will be compelled to change the time back as of yore.

Several of the Brothers of Division 114 who reported to ticket record clerk Stricker (lately transferred to Philadelphia) presented him with a handsome diamond stud. Brother Sam Miller made the presentation speech and the Brothers who heard Brother Miller said he should be in the United States Senate making speeches, as he brought all the Brothers to tears. I must say that all the boys are very sorry to lose Stricker and we all wish him the best of luck in his new position.

Brother Jim Abrams has returned to duty after a short vacation. Brother Cal Zeth filled his run.

Brother Linhart returned from a week's vacation. Brothers Barr and Ed. Miller held down Nos. 8 and 13 for him.

Brothers Chas. Gray and Miller, of the West Penn, can be found on meeting Sunday always in a front seat.

Brother Austin of the P. V & C. is a hard worker. Brother John Early and Brother Gale don't show up very often anymore. What is the matter, Brothers?

There is a rumor going the rounds that our worthy Chief Conductor, Brother Walters, will resume his old post soon. Brother Walters' wife is improving, and the boys, to a man, hope to see Brother Jack in line soon.

Brother Prince Dougherty gave a bachelor supper last evening to a few of the Brothers at the Columbus Club. "The Prince" is all right.

Brother George Vance has returned to duty after a bad illness.

Brother Bentley took a short trip out on the road with me Wednesday. Come often, Charlie: we are always glad to meet you.

Brother W. O. Beckley of Division 55, dropped in on Division 114. All the Brothers who met "Wabash Bill" hope to meet him often. He is here with his wife and child on a visit.

Brother Bob Hays has taken his run again after an illness of several weeks.

Can any of the Brothers from the P. & L. E. tell me what's the matter that Brother Harry Pierce don't come and see us? Come, Harry, the boys all like to see you in line.

Well, the April CONDUCTOR has arrived since I started my letter. I notice Chumpy's Brother's letter and he takes me to task for not mentioning the Brothers on freight at Wall. Better give me a little time, as that was my first letter and I am very sorry to have overlooked any of our Brothers of 114. Now let me say right here to Chumpy's Brother that he don't attend Division very often or read his time card very closely. If he did he would find out something that he has overlooked: there are very few of our freight Brothers who attend very often. Among the regulars are Brothers Skip Taylor, Shannon, George and Lingfelter. Now, Brothers, if you would attend as Brother Taylor does, we could all become, as you say, better acquainted: come and get in line.

As for the way the P. R. R. appoint their conductors, I had nothing to do with that. I suppose they are running the road themselves. When they called me up to be promoted you did not think I was going to say, "I don't want the passenger train: give it to some of the freight men." I suppose Chumpy's Brother in that position would have refused to take it. I think the proper way is to appoint from freight to passenger. I would do all in my power to have it changed, but as I said before, I suppose the "Pensy" will still run the road to suit themselves and not ask the two Chumpys to assist them.

If some of the passenger Brothers don't take care I will show how much interest they take in our journal.

We put two new ones through this month and have several applications on the desk. Say, boys, what do you think of a man who can't find time to fill out his application? I think it would be for the best interest of the Order if he never finds time. He has made this excuse for two years.

Brother Rob Gale is very sick at the hospital.

Pittsburg, Pa.

CHUMPY.

Editor Railway Conductor:

Indianapolis Division certainly did elect a correspondent, but up to date, not a scratch from his pen have we seen. With your kind consent, I will try to give you something regarding the progress we are making. We have now about 250 members in good standing, seven candidates for the next meeting and more in sight. By the aid of Brother Mounts, our ever watchful Secretary, none of our money is used save as is directed by the law. He gives no bond, but in order to make the Division safe we have him in the Marion county jail, where visiting Brothers may find him any time of the day.

We are having splendid meetings and fair attendance, though they might be better. Brothers, do not let any attraction keep you away from Division meetings, as there is where we all turn when trouble comes. If every Brother will only pay

more attention to the good of our Order, and will keep his insurance paid, there will be fewer communications asking for aid because some of us have not fulfilled our duty to ourselves and families.

Through the efforts of the faithful Brothers and their families we now have a Division of the L. A. with about thirty charter members. We wish them every success in their splendid undertaking.

Brother T. S. Ford, our S. C., has the sympathy of all in the death of his estimable wife. The remains were taken to Losantsville, this state, for burial, the members of the Auxilliary, several members of 103, together with friends of the family from this city, being present. Our Division extends thanks to the officials of the P. & E. division of the Big 4 for their kindness in giving transportation to the funeral party.

Brother J. A. Andregg, who had one of the Chicago & Cincinnati runs, has been suspended, temporarily we hope, on account of the examination in colors. He has been with that road for 30 years, and is held in high regard by all. We regret to note that Brother J. Scott, of 89, on the Michigan division of the Big 4, is almost blind. He has the sympathy of all in this most trying hour.

On the morning of March 6, we received a telegram announcing the death of Brother Howard, of St. Louis Division. On the morning of the 9th, myself and wife met the mother and wife on their way to Pittsburg with the remains for burial. Brother Williams accompanied the family on their sad journey. We all feel that Division No. 3 has lost a valuable member.

At this writing, Brother E. C. Shrive is seriously ill, but we hope to see him up and around again soon. We held a special meeting last evening to receive Brother Wilkins, who favored us with much valuable information. There were not so many present as should have been, yet, we had a splendid meeting. Come again Brother Wilkins.

Indianapolis Ind.

O. T. JOHNSON.

Editor Railway Conductor:

I am afraid that our Brothers in other portions of this continent will think that Division No. 290 must be a myth, as they never see anything from them, unless it may be some stray Brother, who is looking for a job and at the same time, for something to eat. I wish to say that Division No. 290 has but 24 members, but that it is alive and that they have a good live meeting every regular day, and do about as much kicking as do some of the Divisions who greatly outnumber them. At our last meeting, April 12th, I was instructed to write this letter, and having been used to obeying orders for the last 25 years, here I am. I was also instructed to say something in regard to some of the clauses in the law governing our Benefit Department. On March 26, I think, our Division received a call from Division 167, in behalf of one of our Brothers who had been injured in one of his hands, to that extent, that it is claimed, and I believe justly, that the hand is forever rendered useless. His claim for disability was disallowed, because his hand was not amputated. We do not question the law in this matter, as it is plain. It is often the case that surgeons who are in the employ of the railroad where a person is injured, will think, and will say to the person injured, I can save that hand or that foot, and the patient will suffer far more pain from the injured member, than if it had been amputated in his ef-

fort to aid the surgeon in trying to save it, and will do so cheerfully, as no man will consent to lose one or the other, if there is a shadow of a chance to save it. But their united efforts fail to bring the injured member into such condition as to make it of any use thereafter; all the surgeon's skill, all the man's extra suffering, has been of no avail, the hand is a total loss to him in so far as it being of any use to him. He has for several years, probably, paid his assessments promptly, cheerfully, knowing that in so doing, he is aiding some poor, unfortunate Brother or Brother's widow and family. Now it comes his turn to make application for benefit. But, the hand has not been amputated, consequently he cannot have his claim allowed. Brothers, we know this is the letter of the law, but is it the spirit of our Grand and Noble Order? Let us see to it at our next meeting of the Grand Division that these objectionable features of our laws governing the Benefit Department are amended. There have been three applications for aid come to Division No. 290, since the 1st of January, two from Divisions whose Brothers had been injured, but whose claims were disallowed, the third from a lady who claimed to be the widow of a Brother deceased, but could not obtain his claim, because in the excitement of their trouble, it was overlooked, and consequently lapsed. Of course, this was their own fault. But the case from Division 167, in the estimation of the membership of Division No. 290, calls for an amendment to the laws governing the Benefit Department of our Order. I hope to hear from some other Brothers in regard to this matter.

Hope, Idaho.

E. A. CRANDALL.

The Brother is a little in error regarding the appeals received. The first was in accord with law and was for a Brother whose application for membership in the Benefit Department was rejected, not his application for disability benefit. He was never a member of the Benefit Department. The second was from the widow of a member. The forfeiture did not occur "in the excitement of their trouble," but the certificate was allowed to lapse in September, after the Brother was injured. In January and after he had recovered sufficiently to travel very extensively.

The appeal from Division 167 is on behalf of a Brother who has a very badly injured hand, but the appeal is a wilful violation of law, and contains statement as to its having been sanctioned, which is entirely without foundation.—ED.]

Editor Railway Conductor:

I see dot mine mine Broder Shake dot vas tride to told you sometings apout dot 143 vas yooshed a liddle bit out ven he don't told you sometings apout dot feller what vas come from dot blase what you call Phildem un dot onder feller dot vas coom from dot blace what you call Camdon. Vell Dem vas to bully good fellers what come here any how, vell i was apoot to told somedings too you vat heppened dare vas lots of fillers dare and dree of den fallars vat de goat shmeils at and ven dat goat seed dem feller. Py Jiminy gracious you yoost seed dem fellers you dink dare was some dings dot vas happen mid um, yaw. Vell, me tink it was day be fore yesterday. Now, i vant to told you a bout somedings apout dot souerkrout lunch vat de ladies hed de oner knough. Vell, you youst tink apout dot. I vas not dare mine self but mine fraw ware dat se hap micked sawd it war good, dot dare wes plendy

Peopels dare und Plendy to fress. dare vas dot Spotts und dot Miller und dot Wood und dot Shmid und dot miers, un i dont know den oder feller what vos dare, but dot makes nooding out dey all mkes denselfs on de out sid ob de Sauerkrout un de oner tings vat vas dare. Vell, wen you seed dot Broode Shake Coffin what be longs to dot 143, dot feller what vas mid de Laydes so smooch, und dare vos dot Gibbons und dot herman und dot Eastwrighty, den fellers was all Lades mans, und ven den fillers is apout Somebody Els dont git some Show mid den ladyes. Espelary den what com from dot blace vat you Call Sumbury un altona & Phildem. Well, dot makes Noding out.

i lays mine self Back for dot Spate vat was coming around by Avxrt i hear den fellers say some dings vat was to hapden i sink i youst Keep a look out for dot und i makes mine self dare mid mine fraw wen mine fraw dont coon i will yoost go by Mine self. Vell, i moost say somedings how we was Brospering mid dat Devisin 143 well dare was Some Dree un fore fellers what coon around Evry time what we meet to see dat goat. Oh, i tell you we was doing Great Plsness yoost now; evrytings was lookin upright good yost at de Bresant und i sink by de time dem tings Coom a round vat makes dot Sound vot sayes Garum, we was have all dem feller in what was Eligible to be mid us. Plsness was getind on Splendid mid us, we was making good time ade presant, it makes a feller feal lik some Ding un dey say it will be spendid for Some time, dash is what makes ting livley, you know. i dont was Run on Local Fright, i was wan of Dem fellers vot carry so heavy, but i told you i sought i had on my Pack von of Dem Hogsets fun molasick und it was got so heavy i let hin fall and he Splid all a round me So i was yoost qld hoping dat Some times a gin i will hear from you so i will remain yous in Peter F.

A. T. HOCHENAVUD.

Harrisburg, Pa.

Editor Railway Conductor:

At the beginning of last year Division 139 was about \$250 in debt, aside from the expense of sending a delegate to the Grand Division. As all will remember, the times were hard and all that many of the members could do was to make bare living expenses, so we were at a loss how to meet the situation until some of our best workers hit upon the plan of giving a picnic. A few were afraid of the venture, but all were converted when we found we had cleared about \$800. We now expect to do as well this year, and see no reason why the good work should not be continued indefinitely.

Brother Ed. G. Kington is now able to be about after an extended illness, and we hope soon to see him back on the L. & N., where he is employed. Brother W. P. Shepard has our deepest sympathy in the loss of his wife, who died recently of consumption. Our aged Brother, N. J. Bell, who was so unfortunate as to fall from a street car and break his right thigh, is improving slowly. Brother Bell is one of the oldest conductors on the Southern, both in years and in service. In a recent letter to the Division regarding his troubles he said: "The greatest mistake of my life was in failing to provide myself with insurance. If I ever get able to work I will procure insurance among the first things I do; though I expect it is now too late and my family must suffer the consequences of my neglect. My advice to every conductor is, don't be

without insurance. Little did I dream of being tripped up so soon."

Brothers, let us profit by Brother Bell's sad experience. It is generally acknowledged that everyone should carry insurance, but it often happens that those who are readiest to make such admissions are the last to apply it to their own cases. It is surprising how many conductors there are, who are making good money, but have no insurance, and we can but wonder how they expect their wives and little ones to live in case they should be taken away. Every member should learn that he can best honor the Order by caring for those who are dependent upon him. Much of the annoyance of our Mutual Benefit Department is caused by members forgetting and allowing the time of payment to expire. They may forget this, but they never forget the saloon nor the cigar man. Allow me to suggest that the neglectful ones turn this matter over to their wives, who may be relied upon to look after it with more care. Success to all.

Knoxville, Tenn.

KOSCIUSCO.

Editor Railway Conductor:

It is several moons since I joined the Order and commenced to read *THE CONDUCTOR*, and in all that time there has been no word of Division 35 in your columns. Why is it? Surely it is not because there is nothing to write about, or no one in our number capable of doing the writing.

Some of our members are not very attentive and they would be better posted as to what is going on if they turned out to the meetings. Am glad to say they are good in keeping up their insurance, which is an excellent feature, but would like to see more of them at the meetings if possible. Business is pretty good at this point on the U. P., owing to the laying of several miles of steel rails on the third district and the ballasting of about 250 miles of the main line west from near Columbus with granite gravel from Sherman, Wyo. This necessitated putting on several crews to handle these trains. Our extra list of trainmen is still well stocked.

Brother F. C. Letts was married on February 15 last and we now have an opportunity to see the long-told-of smoke coming from his chimney. All wish for him and his helpmeet a long and happy life together, and that no greater cloud may lower over their lives than the smoke from the chimney of their home.

Brother J. M. Simpson (Silent John) and Brother L. E. Hastings are making preparations to follow suit. Unless appearances are deceiving it is going to be a close race, but from where the writer "is at" it looks as though "Silent John" would win. They are both good Order men. Al. fellows, and the lucky ones are making no mistake.

The past winter has been very mild here, with few storms, and no wrecks or accidents of much consequence. If I find a smooth track and switches spiked, will try and give you a little faster time next trip.

North Platte, Neb.

VOLUNTEER 35.

Editor Railway Conductor:

Mauch Chunk Division is located in the Switzerland of America and is, at the present time, in a flourishing condition, having sixty-six members in good standing, with petitions coming in rapidly. The attendance at our meetings is excellent, but there are some of our Brothers who could come

oftener if they only would. They prefer to sit at the switch back pavillion or to stand on the corners and take in the sights. It would be better for all concerned if they would follow the example of our Chief, who is never absent from meetings except when he goes over to Mahoning Valley to see the farms, or our Inside Sentinel, Brother Arndt, who has not missed a meeting since he was elected to office.

There are five railroad organizations in this place, viz.: B. L. E., B. L. F., B. R. T., O. R. T., and O. R. C. We are now making arrangements to hold our second annual memorial day on Sunday, June 14. On this occasion we decorate the graves of the deceased Brothers of the five organizations, and in the evening there is a public session in the town hall, where a program of speaking and singing is given. Last year was our first step in this direction, and it proved to be a complete success. By means of this meeting we were enabled to show the people that we were organized, not only for mutual aid and protection, but that the ties of brotherly love which bound us were enduring and kept green in our memories those who had gone before. It also proved the means of drawing into some of the organizations several members, who had taken no interest in the work before.

I like to read what the ladies have to say, and if some of the Brothers would take their advice it would do them good. Would that there were more of a Christian spirit among our members. How much pleasure it would bring to them and their families if they would only try to lead better lives.

ARTHUR T. LAW.

Mauch Chunk, Pa.

Editor Railway Conductor:

The "boys" of West Philadelphia, Division 102 are kind-hearted, open-handed and generous. If they think you need help you get it promptly and liberally. If, because of low steam and heavy train you "stick," some Brother with more steam and lighter train will push you over the "hill." On more than one occasion your correspondent has experienced this disposition on the part of Brothers of 102. Some time ago when appearances indicated that I was "stuck," with an open throttle, under a full head of steam, Brothers "Rentsill" and "Myfirst" came flying to the rescue, and the readers of *THE CONDUCTOR* know the result. Nature has decreed that people should be differently constituted. There are many persons whose disposition it is to seem to always be in a hurry, who cannot rest a minute, but are ever on the go; you see them running, for they haven't time to walk; accommodation trains are too slow; they get aboard a mile a minute express and growl because it don't go twice as fast. The world is full of such people, but they generally die young. Human machinery can no more be overworked without injury than can that of wood and iron. There is another class of people who take the world easy, and to this class your correspondent happily belongs. He don't hustle unless he has to. If it requires too great an effort to keep ahead of some one who is chasing him, he just takes the sidetrack and allows the other fellow to go ahead, and often finds important work to do that the hustler in his haste had overlooked.

My thanks are due Brother "Tattler" for the promptness with which he steamed to my assistance when he thought I had "stuck" on the grade

of "forsaken duty." That is right, Brothers, come to my relief whenever you think I need it. The knowledge of such friendship produces an inexpressible sense of contentment and security, but perhaps a word of explanation might be of use in bringing about a more perfect understanding and save unjust and useless criticism. When the appointment of correspondent was accepted it was with the understanding that it was not to be expected that Division 162 would be represented in each issue of THE CONDUCTOR. It would be selfish for us to wish it. We must take into consideration that there are about 375 Divisions of the O. R. C.; that each one has an equal right to space in THE CONDUCTOR; that in the department devoted to "fraternal" contributions there is room for not more than fifty letters. Now, looking at it in this light, it is plainly seen that 162 has been occupying more space than she is entitled to: has intruded on some one else: has been "playing in some one else's back yard," a trespasser and a "claim jumper." We must keep within bounds, or the heretofore lenient editor will be enforcing the "Monroe doctrine" to keep her from acquiring territory that belongs to some one else. Once in three months is enough for 162 to be heard; give some one else a chance. Since the first of the year Division 162 has been both prosperous and unfortunate. Our first meeting in January found us occupying our new quarters in Odd Fellows' Temple. This Temple is one of the finest buildings in Philadelphia, the very acme of architectural strength and beauty, and the lodge rooms are furnished in grand and princely style. We are proud of our quarters and heartily welcome all visiting Brothers, for we want them to see how nicely we are fixed. Since we have occupied our new room we have initiated fifteen new members, with a prospect of a number of others. With our prosperity we have also had our misfortune; there has been much sickness and several deaths. In my last I mentioned the sad and sudden death of Brother J. B. Wiker. Since then Brother Wash Sterling, whose sickness has been mentioned, has passed away. A party of Brothers of 162 followed his remains to their last resting place in a little churchyard in the town of Crisfield, Md., on the shore of the beautiful Chesapeake Bay. There, amid the scenes and surroundings of childhood days, with the beautiful and touching funeral service of our Order, we performed our last sad duty to a beloved comrade and Brother. Brother J. Huggard had the terrible misfortune to fall under the wheels of his own train on the 5th inst. and received injuries from which he shortly died. Brother Huggard had a large circle of friends who were greatly shocked to hear of the sad accident. We tender our sincere sympathy to the family of the deceased in their sad and sudden affliction. Within the last three months the cold and cruel hand of death has been laid upon the homes of Brothers R. Felis, W. I. Anderson and B. H. Roulon. In each instance a beloved wife was taken—the bright light of the home extinguished. It fills our hearts with sadness and sorrow when we realize that such things must be.

All living things must perish, and all around us we see evidence of decay. The uncertainty of life is demonstrated to us more and more each day. Only a short time and we too will be removed from the stage of life's great drama. Our beloved dead are beyond our reach and care; to the living we must

turn, for there our duty lies. So long as humanity is human there will be wrongs to right, sorrows to soothe and tears to dry. On the night of February 6, Brother Samuel Pollock, who was running a construction train on the Schuylkill division, near Morristown, Pa., was blown off a car and had his left foot cut off. He is now able to be out and can get around on a crutch. Unfortunately for him, Brother Pollock was not a member of the Mutual Benefit Department. He had the matter under consideration at the time of the accident, but left it too late. The accident induced several of the boys to go into the insurance that did not belong, as we recognize the fact that fate is no respecter of persons, that one man is just as likely to meet with misfortune as another. M. M. S.

Philadelphia.

Editor Railway Conductor:

Several months having passed since I wrote anything about Division 175 or took up any space in THE CONDUCTOR, I thought I would say that the good Brothers of Division 175 are still alive and active. On March 10 the Ladies' Auxiliary gave a musical entertainment, which was well attended, considering the bad and rainy night, and I learn it was a financial success.

We are now making arrangements to run a grand excursion some time in July, but no date is fixed yet. As we could not get any chartered train for July 3 and 4, we will have to try some other day. All roads needed their coaches for July 4. Brothers Jacoway, Learnard and Hogan, the committee, are making arrangements to go to Hot Springs, Nashville, Louisville, or Chattanooga. They will surely try to make a success of it, as they have done before on these trips, and also help to fill the cash box of Division 175. These excursions are always first-class in every way. Last year we carried a Pullman for those wishing it, and will again try the sleeper this time.

Brother G. S. C. Garretson was with us Sunday, March 29. We had a fair attendance, and I am satisfied that Brother Garretson was well pleased with 175, and could not find any fault with it. At least he seemed well pleased. I was told to-day he reorganized Division 248, at Tuscumbia, and straightened that Division up again, which I was glad to hear. I do not like to see Brothers fall back and refuse to pay their dues, then be suspended and at same time get all the benefits in raises of pay without paying a cent. When some of these get discharged and must look for a position, as I have had to do in my time, they will surely say, I wish I had not dropped out of the Order.

I think, from paper news, that we look for lots of changes in Memphis soon, as the So. Ry. claims to have leased the M. & C. Ry., and the Illinois Central to have control of the C. O. S. W. G. Ry. This may cause some of our best friends to vacate for other places. A. J. HOGAN.

Memphis, Tenn.

Editor Railway Conductor:

I notice an article in the April CONDUCTOR from Brother G. W. Horner in which he says, "Whenever I am so disabled that I can no longer run my train I am entitled to my insurance." Now, my good Bro. H., I SAY YES, providing your injury comes within the scope of our insurance laws: laws, by the way, that have been criticised by the very best talent in

our Order, and after years of hard labor they have all been forced to admit that our laws as now laid down are the most just that can be placed on the statutes of our Order. They give every man that which he is justly entitled to and preclude, so far as is possible, fraud being perpetrated upon the Insurance Department. I would like our good Brother to mention the name of some reliable Insurance Company that will pay his disability claim when his eyes are so weak and his hearing so impaired that he cannot pass an examination for a conductor. If such an Insurance Company is in existence I want to take out a policy at once, for it is surely a good thing. I don't blame our good Brother for wanting to know what we think of opening up the flood gates of our Insurance Department and make it possible for imposition and fraud to be practiced upon us. It has been done in the past and will in the future if the opportunity is given.

We often see a good deserving Brother who we ourselves are ready to concede is in a condition that appeals to our deepest sympathy, and if it were not that the paying of his claim would open up hundreds of others, who think they have just as good a right to pay, we would be willing to vote for his claim to be paid; but we dare not set the precedent. I am aware that there are members who believe they are being badly treated by the Insurance Committee and I am aware that many such Brothers have brought their cases into the sessions of our Grand Division only to discover that the action of the committee was sustained by that body. In a few such cases through the indulgence of the Grand Division the claim has been paid from the general funds of the Grand Division instead of the Benefit Department, plainly showing that it was sympathy and charity and not an admission that the claim was a lawful one.

We are glad to record the advancement of a one-time member of our Order to a better position. W. Coughlin, Division Superintendent of the West Div. Mo. P. R'y, has resigned to take the Division Superintendency of the Arkansas Division of the Cotton Belt. We wish to say to the Brothers on that line, we congratulate you on getting such a man. Mr. Coughlin was remembered by his many friends before leaving for his new field of labor. On the evening of April 24 about one hundred of the boys from every department gathered in the parlors of the Byram Hotel, Atchison, and presented him with a very beautiful diamond stud, with a few remarks by your humble servant, which were responded to in a very able manner by Mr. Coughlin after he had gained his breath. A very pleasant hour was spent in a social manner, and the party broke up with three cheers for Mr. C. and best wishes for his future.

W. WELCH.

Kansas City, Mo.

Editor Railway Conductor:

In a recent number of *THE CONDUCTOR* I saw a request that some Brother give some facts in relation to the early history of the Order. As the enclosed roster of Division No. 1, Conductors' Brotherhood, will show, I have been a member since the year 1870. I also enclose my certificate of membership (No. 58) in the Brotherhood Insurance, and Division card, good for three months, issued to me by Division No. 1 on October 6, 1874. It is unnecessary to say that these papers possess great value in my estimation. I regret that I have not the ability to give a

history of our noble Order from its infancy. You will note that the insurance certificate was of an early date, after the organization of the Insurance Department. It was issued by Joseph Packard, Grand Recording Secretary, and countersigned by T. J. Wright, Secretary of Division No. 1, located at Amboy, Ill. Tommy Wright, by the way, is still running a passenger train on the I. C. Railway between Freeport and Centralia, Ill. He has been running on the same division some two hundred years, less about one hundred and sixty-five. Div. No. 1 in the year 1870 had forty members, of whom five, I believe, are still running trains on the I. C. Railway, viz.: Tom Wright, Frank Wylie, Billy Wamsley, W. Waddington and W. L. Beals. George Morris, Hanscom, Brooks, Cole, Fairfax, Van Vleet, J. W. Seymour, (afterwards Division Superintendent for the Illinois Central) and, I think, Hawley, Mickler, Sage, Terry, Parker and Hull, are dead. Of the others, Sam Comstock was in Chicago as General Yard Master the last I heard of him; Mart Vorrey is in Dubuque, Iowa; Tom Snow in Iowa; Bill Schrader on a farm near Sioux City; Billy Hale was with the I. C. until recently; E. Courtney is Road Master with the I. C.; Jerry Gordon in hotel business in Freeport, Ill.; Gene Thomas running passenger train for the C. M. & St. P. out of La Crosse, and Dick Jeardeau running a train on the Appleton Branch of the C. M. & St. P. He would be delighted at any time to hear from any of the boys.

The Conductors' Brotherhood was first organized at Mendota, Ill., in 1868. I remember there was a good deal of secrecy about it at first, as it was feared the railway companies might make trouble. For this reason, I think, Division No. 1 was located at Amboy, as I presume the I. C. officials were thought to be a little more reasonable than those on the C. B. & Q. As I did not become a member for about a year and a half after its organization, I can not say as to this. We used to meet in a small room which had been used by Mr. Simon Badger as a law office. Our furniture consisted of a table with a drawer in it, some chairs, a box for an altar and three or four kerosene lamps. One of my duties as the youngest member was to clean and fill these lamps. Tom Wright was C. C., Gus Judd, A. C. C., John Conklin, Recording Secretary, Ike Parker, Treasurer, Jerry Gordon, Corresponding Secretary, Billy Wamsley, Guide, Gene Thomas, I. S., and Ed. Hall, O. S. We had no Senior and Junior Conductors and our treasurer did not get humpbacked carrying the money belonging to the Division. I remember we needed a stove and Joe Packard, who was Grand Secretary, brought down a small, round top stove from his home, charging the Division for it, which I presume was no more than it was worth, but it made us look mighty solemn as that came near touching bottom in our treasury. Our meetings were held the first Sunday afternoon and third Tuesday evening, as I recollect it. We used to carry up the coal in our pockets and it came off the I. C. coal cars, of which there were always several standing in the yard just across the street. The ceremony of initiation was in some respects similar to that of the present day; it was, however, much shorter. Our officers were always at their posts, and I don't think any member ever missed a meeting if he was in town at meeting time.

Poor old Joe Packard, "Black Jack" as some of the boys called him, whose standing is so low to-day

with the O. R. C. that none could be induced to do him reverence, was a most earnest worker in the Brotherhood. What a terrible retribution that he can have no part or parcel in this grand, magnificent Order of ours. I tell you, my Brothers, whatever his faults may have been, the punishment is awful. To me, expulsion from this, our grand Order of Railway Conductors, would be an affliction most bitter indeed. Who, at the present time of which I write, could ever have dreamed of the magnitude this organization was destined to attain, for, of course, we are but a continuation of the Conductor's Brotherhood, the reorganization and change of name having been effected in 1878. I know not how it is with the other thirty-nine members of old Division No. 1, but I can assure you, to me, next to my record as a soldier for the Union, I prize my record and membership in the Order of Railway Conductors. Milwaukee, Wis. R. O. JARDEAU.

Editor Railway Conductor:

On the evening of April 29 Foote Division No. 68, Ladies' Auxiliary, Kansas City, celebrated their first anniversary by giving an entertainment at the K. P. hall. As several of the Brothers from Division 165 and myself happened to be in Kansas City, we put on our Sunday clothes (which we had brought along for the occasion) and attended, and I can assure you that we spent a very pleasant evening.

The program consisted of music and singing, by the Central Glee Club, of Kansas City; song, by masters Will and Edw. Bear; recitation, by Miss Dishman, followed by the grand march and dancing for the rest of the evening. The music for this was furnished by Messrs. Ed. Goss and Chas. Cheshire, while Mr. Span directed us how to perform. At 11 o'clock there was a splendid luncheon served, consisting of choice ice cream and cake. The ladies wish to thank all those who helped to make this entertainment a success.

I cannot help but criticize the Brothers from Division 55 for their small attendance at this entertainment. I think there were only five or six of their number present. Brothers, you ought to take more interest in this, our sister organization; help to make it a success, and let the Sisters feel that you are interested in their cause as much as your own.

The above Division was organized a year ago the 25th of April, with ten charter members, and they have now twenty-three. This is surely a good showing when you take into consideration how hard it is to form organizations in a large city, but the Sisters in this Division seem to be all hard workers, who find time to attend to their organization besides making their homes pleasant and enjoyable for the Brothers, and they have a very able set of officers. Well, Sisters, we thank you, one and all, for the good time we had on this occasion, and we will most assuredly be present on the next.

In my last letter I wrote about the death of our general manager, and I thought that I would be able to write who would be his successor by this time, but I can only say that we are still in suspense.

Business is getting very dull, but the prospects for the future are bright, if we can judge by the condition of the crops along our line, which is about the best I have seen in this country at this time of the year.

On May 12 there will be a union meeting at St. Louis under the auspices of Division No. 3. Our Division will be represented there, but I hope that some of the members of Division No. 3 will take it upon themselves to give us all a full account of this meeting through the Fraternal Department of THE CONDUCTOR. W. J. WILKEN.

Ft. Scott, Kan.

Editor Railway Conductor:

It is some time since I have asked for space in our JOURNAL, and, perhaps, it were better if I did not now ask room for this article, as it might be taken by someone who would use it much more profitably than myself, but I have thought for some time past that we might make some changes in the manner of handling of our insurance affairs.

I understand from my receipts for payment of assessments that all claims for benefit are paid as soon as approved. If this be true, could not the benefit be paid much quicker were the Insurance Committee located so that papers could be more promptly acted upon? I believe that all claims must first go to the head office of the Order and then be referred to each member of the Insurance Committee for approval or rejection, as the facts presented may warrant. I don't know how much time this may require, but by referring to the address of the Committee, I find one in Milwaukee, Wis., one in Atlanta, Ga., and one in Parsons, Kas., and guess, if all communications were promptly read and forwarded by each member of the Committee, that ten days would be about what is required, though if papers should reach the address of the member when out on his run it might require three to six days more. Could not this time be saved in each case if the G. C. C. and G. S. and T. were empowered or authorized to investigate these claims, and approve, if found entitled to the insurance. The applications for insurance are also referred to the Insurance Committee and the same delay must occur with them as with a claim, and the member is thereby deprived of his insurance so much longer.

I do not like to propose now to abolish the Insurance Committee, but it seems to me that some plan to hasten action on these matters should be adopted. The Committee is composed of tried and true members of the Order, and I do not think any member of the Order would doubt their ability to handle this important matter; I feel sure that we will never have better Brothers on this Committee; but is it not best for all concerned that it be arranged that our widows and orphans shall receive their benefit at the earliest possible moment after we have been taken away? I find that the salary and expenses of the Committee, according to report for 1893, was over \$800, besides the postage and other incidental expenses. This might be saved to the Insurance Department were the duties of the committee placed on the shoulders of the Grand Officers at headquarters. I presume they have enough to attend to now, but think this insurance work need not greatly increase their duties. We shall soon be called upon to elect delegates to represent us at the Grand Division at Los Angeles, and it seems to me that this question is worth considering.

Perhaps some Brother, more able than myself, may propose some better way to solve the question.

The purpose of this communication is to develop, if possible, some method by which we can pay our benefits and act upon the applications of members in a much quicker and more satisfactory manner. I would like to see the opinion of some other Brothers on this question in *THE CONDUCTOR*.

Corning, N. Y.

MONKEY RUN.

Editor Railway Conductor:

The members of Division 43 have shown but little interest in the matter of contributing to *THE CONDUCTOR*, and I cannot account for it, as we have as wideawake a lot of boys as any Division of the Order. When it comes to the important duty of correspondent, however, they seem to be "pounding their ears." A letter from this vicinity would not only be read with pleasure by those Brothers who have been employed on the N. Y. C. but by all our members and their wives, providing, of course, they could get an interesting correspondent. Division 43 now has about forty-five members in good standing, headed by a most efficient corps of officers. All we need to make 43 one of the best of Divisions, is a little better attendance and an official correspondent.

Especially credit should be given to Brothers F. J. Barden, C. C. and C. H. Ames, S. and T. since they have in two years relieved us of a heavy debt and placed a snug surplus to our credit. Our annual ball is to be given on the 28th inst., and so long as we have Brothers Daily, Ray, Alward, Harper, Eaton, Kane and Paddock, with their "better halves," for committee on arrangements, our guests are sure to be royally entertained and our coffers to be replenished.

The worthy wife of Brother Wm. Brizee has been hustling for the past week to organize a Division of the L. A., and has succeeded in securing twenty-three Mrs. Conductors, who have paid their application fees and are awaiting the Grand Organizer and goat, whom they expect about the 15th. May she succeed in her noble undertaking and the Sisters give her loyal aid.

P. L. M.

E. Syracuse, N. Y.

Editor Railway Conductor:

If memory does not fail me, I had the honor to be elected correspondent for Division 231 some two or three years since. Am sorry the Division could not have found a better representative, as I have made an ignominious failure of it. The name of our present correspondent is unknown to me, but that does not matter, since there is never a word from him in *THE CONDUCTOR*. In the way of excuse for my appearance will simply say: though seemingly dead to the world we are still very much alive.

We had a visit from our esteemed G. S. C. Brother Garretson, some ten days since, and a called meeting brought out all the available timber. We are somewhat isolated, with only two roads to draw from, the dull season is upon us, and many of the Brothers have gone home for the "summer," still, hunt the country over, and a more loyal set of men would be hard to find. In the last two or three years there has been only one regular meeting night—think of that Brothers—only one regular meeting without a quorum. That is a record any Division might well be proud of. With a good set of officers, thoroughly business, it is always a pleasure to be there. Being a regular reader of *THE CONDUCTOR* I dislike to see this part of the country

without representation, and shall try in future to see if I cannot say to other Brothers, all's well.

Vicksburg, Miss.

W. A. BELLENGER.

Editor Railway Conductor:

I have been a member of Three States Division over a year and have never yet seen a line from a member of this Division in *THE CONDUCTOR*. We are doing well as a Division and are dwelling together in peace and harmony. Brother G. W. Hardin, C. C., is a fine officer and is very popular with the boys. Our S. and T., McC. Johnson, can not be excelled. His reports are always kept up to date. Our men have been doing well all winter, working every day. It has been our misfortune to lose three members by removal and one by death, otherwise we have continued to flourish.

Kenova, W. Va.

W. T. JOHNSON.

Editor Railway Conductor:

I once more take the liberty of representing "3-I" Division No. 118. I will start with an article from our daily:

FEATHERS FLEW.

Lou Clendenin and Art Skid, not entirely unknown in railroad circles, went out over the 3-I road yesterday on a duck hunting expedition. So wild were their boasts and so sanguinary their threats that it was thought necessary to telegraph to the general secretary of the Society for the Prevention of Cruelty to Animals. It was feared that these two famous shots could entirely destroy all the feathered game of Hoosierdom.

They are back now. They report a great time. They made the feathers fly—and the birds flew with them. They didn't get a duck. In fact, they were lucky to get a train home. Anyway "Clen" says he never did like the flavor of an Indiana duck. He says liver and bacon is gamey enough for him.

—Streator Monitor.

I expect for the information of the many Brothers abroad, that were an explanation to follow this brief article, you would see their duck hunting expedition was a little romantic, and not all sunshine. Delaying the vestibule a few MOMENTS, waiting for N. JUDSON who had gone to get some ADAMS ale for snake bite, which they all claimed was very STOUTSBERG; but as no one seemed to CRAB over it, the decision was to take it along. It SIMMS they did not hear the brakeman announce the station they were going to unload at, and consequently were carried by, but getting off next time train stopped.

They spied a GOODRICH old farmer and gave him some BUD and all he said was, that's what KNOX. He said the MARSHALL be too soft. He immediately took pity on the party and they loaded themselves into his wagon. After opening the GATES he drove across the WHEATFIELD to a river which was a LANKFORD. The FERRYMAN was there to meet them and all transferred, cautioning him to take CARROW us safely. While enroute, boat got fast on a SAND PIERRE near the SOUTH BEND. Of course this was TOTO bad, and while the party were indulging in something to enliven their spirits, a HAMLET it drop into the water, and all they could do was to sing "We SHELBY some more."

By using a SKEID, in a few hours they were out of the POOL, reaching the shore just as the SUNSETBY itself in the western horizon.

A small JOHNSTON marked the landing. They did not WALKERTON all over in the middle of the STREATOR on the housetops. Being unable to find any REDDICK, they agreed in UNION HILL would be

to pay if they were ever caught in this predicament again.

After throwing a MISSEL at a large dog that had chased them over the STATELINE, a brother conductor took them aboard his train, all BUTTS dead, and brought them safely home, where the mother ANDERSON were anxiously awaiting their return and to have the POTTER frying pan full of ducks for dinner.

The above description of the duck hunter's expedition contains the several stations on the line of the "3-I", and some of the conductors employed.

Quinn has charge of Brother Marshall's car for 30 days.

Business is on the average with other roads. The wild cats are tamed down a little and do not run quite as hard as they did in February.

We had quite a lively time in our Division room the 3th of April on account of voting to see if each member should be taxed for a sick fund for the benefit of Brothers in need, after one week's illness. The vote was in favor of, by a majority of two: some voting by proxy. It is a good idea to be prepared in this respect, for we cannot tell who among us are liable to get hurt while performing our daily duties.

"3-I" Division is not very old, but with the bright prospects it started out with and the many advantages it has maintained since its organization. It is certainly on a very successful route. It is the duty of each and every member to do his very best to help the good work along. There is a particular warmth of brotherly love among us when we all assemble as often as we can and each one speaks his piece, be it ever so small a "spiel." While traveling over the country from place to place, we are treated with the same courtesy and cordiality as if we were in the midst of our own friends.

I expect to get a "roast" from Brother Clendenin.

Please pass the ducks.

H. B.

Streator, Ill.

Editor Railway Conductor.

In all these years not a word from Division 1. It is not dead by a large majority: with over 300 members in good standing, an average attendance of 55 at every meeting, (not including visitors, of which there are always a dozen or more) with Brother Kilpatrick in the chair, and "Uncle Billy" Jackson A. C. C., Brother Warren at the desk, tired, but good natured in spite of the fact that he has been on the road twenty-four hours, having doubled from the Junction in order to be there. But there is "method in his madness." If there is one thing he likes better than another, it is handling the coin, and you know quite a goodly sum comes in every meeting. You should see that genial Secretary of ours shuffle the bills and silver—he reminds you of checking a switch list in the rain, while the boys are pulling the house track. Rest assured, Charlie is all right. Next comes Brother Lancaster, our Junior Conductor. Too much cannot be said of him—a more able one never filled the station than Brother "Bob," as every candidate whom he has conducted can testify. Col. Wood sits on the right of "Uncle Billy" and the inside door was never watched more zealously. In fact, a stranger is so impressed with the military aspect of the pair, that he is more inclined to salute them than Brother Kilpatrick. And are you surprised, when

I tell you their combined weight is 425 pounds, and their age just a few less years?

Our coats and hats are watched over by Brother "Bill" Murphy without the aid of the ritual. When Brother "Bill" is not there, "old" Andy Connors is Outside Sentinel pro tem. There is where Andy shines, at least when the door is closed and he is on the other side of it. Still, if it had not been for him, Number 1 of today might not be in existence. Years ago, through bad management and lack of interest, Number 1 dwindled to nothing. It was Andy who saved the Division. Time and again he constituted the entire meeting and by persistent efforts, he put it on its feet again. We feel grateful for what he has done and would gladly see him take it easy in his old age. Well has he earned the title of "The Watchdog."

Now possibly you imagine we run our Division without a Senior Conductor? Far from it, I assure you. I have left him for the last. Not because he is least—on the contrary he is the whole team and the Division thrown in. It is "Grandpa Sadd." Everybody knows E. A. Sadd. From ocean to ocean, and Winnepeg to the Gulf, his friends are legion. He was running a train on the C. B. & Q. R. R. in 1883, and he would in all probability have been running one yet if the management of that vast system had not seen fit to make him their General Baggage Agent some twelve years ago. He never misses a meeting, is never late, calls on the sick, attends all the funerals, has filled every station and been delegate to several conventions. He has something to say on every subject that comes up, if Andy has not said it. In fact, he is always doing something that nobody else could or would do. Last January, while on a junket with the National Association of General Baggage Agents, the Chamber of Commerce, of Galveston, Texas, tendered the party an oyster roast. If there is anything the good people of Galveston pride themselves on, it is their art of preparing and serving this succulent bivalve. They determined to give a medal to the one who should show the greatest appreciation of their treat. Brother Sadd won with hands down. He ate them raw, he ate them broiled, escaloped, fried and stewed. I blush to say it, but it is a fact, that pesky man got away with 840 oysters, and it was so engraved on the medal, which was made of three-ply sole leather. This is our Senior Conductor.

Our organist is Brother Slate. It is with the solemnity of a judge that "Dad" grinds out the initiatory ode. Tall Brother Hite and "Fatty" Elrod are always there ready to work or play, as the occasion demands. Loomis is always with us and invariably brings his point of order.

Herbeson, of 223, never slights us. Lacey, Hawthorne, Holt, and four dozen more, are always seen, and have just as much to do with the running of the Division as anyone else. Another two dozen get there once a month, and the balance call semi-occasionally. Brother A. F. Pomeroy, our genial member-of the Ill. Cent., has just been appointed station master at Twelfth Street Station. This is a promotion, and a deserving one. Congratulations, Brother "Pom." Time and space forbid me more, though there are lots of good boys I should like to mention.

Our charter is draped for the first time in a number of years. Three deaths, in as many weeks, oc-

curred recently. Brother G. H. Webb was the first to go, three days later Brother Geo. Martin, and last Brother J. F. Allen.

Now, Brothers, we invite all to visit No. 1 whenever you are in the World's Fair City. Chicago, Ill.

J. H. P.

Editor Railway Conductor:

We have added a few members by transfer and initiation lately, which is very encouraging.

About the nicest thing that has happened to our Division is that the ladies have formed an Auxiliary, and every few weeks they give us a banquet or some kind of an entertainment, and always have a full house, especially if they have something to eat. I have been thinking it a good scheme to serve a free lunch with our regular meetings to insure good attendance; but then there would be no ladies there, so don't believe it would do any good.

Some twenty of the ladies and eight or ten of our members went to Denison a few days ago and received the "O Why" degree, and were right royally entertained. They all came back feeling that the Brothers and Sisters of Denison had made their visit one of the most pleasant trips they had ever taken. We hold a meeting every week, and although our C. C. has been rather unlucky about being in to attend, our S. and T. always shows up promptly on time, and we have never had to call for a delay report from him.

Brother Jim Smith is a very regular attendant—at the banquets given by the ladies.

We are all glad to have Brother Fessenden come up, for then we know there will be fun, especially if Brother Lord is present.

Brother Taft has one of the hardest local runs out of here, but he is never too tired to attend Division.

Brother Mart Morris, one of our charter members, has been laid up for over three months with a sprained knee, but we are pleased to state that he is improving fast and will resume his run soon.

Brother Lon Hudson has been running the "high priced" cars lately, and I will tell you right now if he tells any one to "hip off" they had better do so without delay.

Brother Drew, instead of pulling the bellcord, is pulling the boys' legs for accident insurance.

Our superintendent, Mr. L. W. Welch, has been very sick for the past three weeks, but we are pleased to note that he is able to be out. He will take a leave of absence for a few weeks and go to California for his health, and we all hope to see him return soon fully restored to health.

We are doing a good business here now, and all the boys are getting in full time. I hope all the members of this Division will see this and know that we are represented occasionally in THE CONDUCTOR.

PUNCH.

Parsons, Kas.

Editor Railway Conductor:

In looking over our last two CONDUCTORS I fail to see anything from Division III. I cannot account for it unless our very worthy correspondent is contemplating matrimony—this being leap year—and everybody knows Bob always had an unusually soft spot in his heart for the fair sex. Should this occur again I, for one, would be unanimous in recommending not less than thirty days on the sharp end for him. How would that strike you, Bob? Our

most worthy Chief, when last heard from, was sojourning in the Lone Star State, and reports the country full of men and jobs very scarce, but he reports the Order in splendid condition; says it is just the thing. He also states that we do not know or realize the benefit until we get out looking for an office. Division III, I am pleased to state, is flourishing. We have, I think, about 106 members in good standing, and are taking in new members nearly every meeting. I am happy to say that they are all the right kind of material. There is plenty of it in sight yet, too, and we want to make this the banner Division of the West by the time the Grand Division meets here in 1897. The matter of appointing a committee for convention work was brought up at our last meeting, but was laid over a couple of weeks. There will be plenty of work for them to do, and they cannot get together any too soon. We want each and every member, when the time comes, to appoint himself a committee of one to show our visitors the fairest city and land in the new world. We will have to be up and awake if we outdo our sister city of the far south, Atlanta. At the present writing the Fiesta de Los Angeles is in full blast. Our streets are thronged with thousands of visitors; nearly every one is en masque, and all are making merry. King Carnival surely reigns. A court ball in honor of the Fiesta Queen was said to be the grandest affair ever seen in the west. With the officers from the flagship Philadelphia, and the elite from all parts of California, it was a sight long to be remembered, and one well worth coming miles to see.

STORMY JACK.

Los Angeles, Cal.

Editor Railway Conductor:

Brother A. A. Riddleberger, our Secretary and Treasurer, had the misfortune to mash his foot very badly by letting a barrel of oil fall upon it. The unfortunate foot is now earning \$15 per week on an accident policy. Brother Riddleberger is our Irish mail hustler on New River district.

Brother C. J. Schweickert, our night yardmaster, again takes his place after a severe spell of sickness.

Brother John Hardy has again taken charge of his run. His pleasant address always makes him welcome among the boys.

Brother F. L. Cox and family are visiting friends and relatives in Charleston and Huntington. We wish them a very pleasant trip.

Brother George Himeilright, who is a member of Division 107, and who runs a train on our district, was recently called to his home in Ohio on account of the illness of his brother.

Brother L. M. Owens of St. Paul, Minn., is visiting his parents at Eagle Mountain, Va. I think Brother Owens is contemplating very seriously the capture of a little "golden eagle" down there to take with him to St. Paul. We wish our Brother unbounded good fortune in his hazardous undertaking.

Brother E. R. Early is laying off, rejoicing over his new conductor—five days old.

At our regular meeting on April 26 twenty-five were present, and we added to our ranks one new member, Brother R. O. Deal, of Sewell District, of whom we are very proud. We welcome him in our midst, and hope his continuance with us may be both profitable and beneficial to all.

It was indeed very encouraging to have so many of our Brothers out and take part in the regular

meeting, when our total number is only forty-three. Brothers, come out and let this be our number every meeting throughout the entire year.

If there is a Brother who is looking for work, I advise him not to strike the C. & O., for seniority has injured us more than anything that we have ever adopted. All our men are "home-made" in the transportation department. On many of the roads there is an agreement to promote two and to hire one to run trains, but this is not the case on our road. They promote all and hire none, so I claim seniority is the worst thing conductors could have taken any stock in.

In regard to a suggestion in the April CONDUCTOR by G. W. Horner of Coal Hill, Ark., to make a change in our insurance clause, I must confess I do not favor making the insurance payable simply on the pretext, "when I am so disabled that I can no longer run a train." First, the clause as it now stands seems to meet the demands of our noble order in every way, and particularly in covering all the hazardous risks to which a conductor may be exposed. Second, such a change would increase our assessments so much that we would not be able to meet them. [The Order tried Brother Horner's idea and the membership in the Benefit Department steadily decreased in numbers from 1888 to 1892, until in 1891 it had but 3,933 members, or 27.21 per cent of the membership of the Order. Under the present laws the Benefit Department has grown until, on May 1, 1896, it has in good standing 14,010 members, or 67.19 per cent of the membership of the Order. In 1891 the Department was six or eight months behind in paying its claims; now it pays immediately upon approval.—ED.] Third, I do not think it would promote economical habits in our members, but rather begot an indifference in financial matters, and a desire to be placed upon the superannuated list by the railroad companies. I believe in paying every claim authorized by our Constitution, and in taking care of our disabled members, but we must take care of our Order as well as its members, and to assume this would be more than could be expected of us.

There's one more thing I have to tell
Ere I this letter close:
A Captain, whom we all know well,
Went Eastward to propose.

His face was radiant as the sun,
His eyes with love were beaming.
The cherished prize so nearly won,
And Captain did the scheming.

We missed our Captain from his place,
For he's no railroad "greeny."
And had I only time and space,
I'd tell you more of "Sweeney."

Hinton, W. Va. W. F. ECHOLS

Editor Railway Conductor:

One of the L. & N. Divisions not heretofore mentioned by me is the Knoxville Division. All are Order men who are old enough except one.

They have on through freight, Brothers Russell Thompson, Robert McPherson, H. C. Eaton, H. C. King, Rush Strother, T. W. Warren, W. O. Chambers, L. B. Parson, Frank Morris and Wm. Geer; on local, Brothers Wm. Howell, Robert Chappell, J. B. Gaslin, John Smith and Tom Carter; Brother J. B. Douglas, on mixed run; mine crews, Brothers H. E.

Carrier and Satterfield, and Elmore Carter and Adams as extra conductors.

A truly good set of men, loyal to the Order and the company. Business good. Boys making good money and happy.

Brother H. C. King of the L. & N. has gone to Hot Springs in the hope of finding relief from rheumatism. We hear he is improving, and hope he will soon be able to resume work. He has not been able to work since last December.

Brother W. Q. Fullerton of Division 89 is now yard master at Flomaton, Ala. Here's to you, Q.

Monon 89 is still on the boom—three new members since our last letter, and four applications at our last meeting, with one to ride the goat next Sunday. All other Divisions had better be on the alert or we will lead the van.

Brother D. M. Caldwell, an old L. C. & L. man, has been sent south by the L. & N., and we learn has been made yardmaster at Mobile. A good man, Brothers, and when you meet him extend to him the good right hand. You will find he is made of good material.

We hear the Illinois Central will take charge of the C. O. & S. W. the 1st of June, and will have a general superintendent located in Louisville. The L. & N. will then have strong competition with the I. C., B. O. & S. W. and the Big Four. Our boys may look for some fast time then: the "Dutch clocks" will not be able to tell the tale.

A letter from Sister Moore to our Secretary was turned over to me, and I shall give her all the assistance I can in organizing an Auxiliary here; but will have to ask some of our Brothers' wives to take hold of it, as we have six little "Out o' Sights" at our house, and my better half says she cannot give it her time and attention. I will take the matter up with our Division and let Sister Moore hear the decision in the next letter.

OUT O' SIGHT.

Louisville, Ky.

Editor Railway Conductor:

April 6 the Brothers of Division 312 had the pleasure of a visit from our A. G. C. C., Brother Wilkins. We were all pleased to see him and have his points of view on legislation, and at our last meeting we appointed a committee to forward to our Senator and Congressman, urging them to favor immediate consideration and speedy passage of such legislation as is sought by the Order. I do believe at this time legislation is a necessary question for every labor organization to consider carefully and at length. What legislation is calculated to confer the greatest amount of benefit upon the largest number of our people? A calculation of this kind should demonstrate the necessity of united action upon the part of labor and spur the organizations to action on legislative lines. Shall we unite on legislative lines, or shall the all-important question of remedial legislation be allowed to lie dormant for the want of sufficient energy to take up the issue for equal legislation? Brothers, I think it very important for each and every Division to send a letter over seal of Division to their Senators and Congressmen. This would be a great help to our Grand Chief Conductor when he pays a visit to Washington. For an infant Division (only eight months old) we are doing well. I am proud to say we have a good set of officers, who are the right men in their stations.

Brothers Hess and Coonrod have been promoted

from the special fast freight to the "Yankee freight." Brothers Merrill and Sevin take their places.

Brothers Warren, Vaughn, Ratcliffe, Underwood, Mitchell and Pickard are running on the rounds; Brothers Mabey, Ridner, Hardenburgh and Ostrom on the fast dairy lines; Brother Wm. Kelley on the C. C. Special; Brothers Chas. Rothrock and J. F. Riley on the Hudson River local freights, and Brothers Washburn and Delemater on work trains.

Weehawken, N. J.

J. F. R.

Editor Railway Conductor:

"The Home" acknowledges receipt of following cash donations for the month of April, 1896:

36	.....	\$12.00	170	.....	\$12.00
44	.....	5.00	169	.....	2.00
61	.....	24.00	179	.....	3.00
75	.....	12.00	207	.....	6.00
87	.....	3.00	302	.....	12.00
149	.....	3.00	339	.....	12.00
151	.....	1.00	368	.....	3.00

Total..... \$110.00

B. R. T. Lodges	.....	231.08
B. L. F.	.....	76.00
B. L. E. Divisions	.....	69.00
L. A. to O. R. C. No. 35	.....	20.00
L. A. to B. R. T.	.....	30.01
G. I. A. Divs.	.....	12.00
L. A. to B. L. F. No. 43	.....	3.00
Personal	.....	5.50

Grand Total..... \$556.59

Also appropriate and acceptable gifts from the ladies' societies.

F. M. INGALLS, Sec'y.

Highland Park, Ill.

Editor Railway Conductor:

In looking over THE CONDUCTOR I noticed in Division Directory that there was a Division of the Order known as Nipissing No. 242. This Division is credited with a staff of officers, and I suppose must have a few other members, but whether this report is correct or not I am not prepared to say, as it has been so long since I heard of a meeting that I really forget whether I am a member of this old established and well known organization or not. I have a faint recollection of the loss of a few suspender buttons and the wearing of seven or eight inches of adhesive plasters some years ago, which leads me to think that about that time I came in contact with the "goat" or had been in a "wreck," which perhaps might entitle me to claim I was O. R. C. If on examination I am found o k, then as a Brother pardon all mistakes and accept this letter as a prelude to something good to follow, for I am sure that when this is read by some of the conductors here it will arouse the ambition of some of our talented members, who will give THE CONDUCTOR something worth publishing. Now a few personals, and then in the language of "Bateese Trudeau," I will say "bonjour."

Dan Cameron, better known as "Lord Dunraven," for careful attention to duty wears the peach, but when off duty he sometimes gets rattled: that is, when his bike takes a notion to dump his two hundred and five pound apple-cart over a chain fence into the flower garden. On such occasions his language gets so mixed with cigar ashes and skimpings that the tender sex almost lose faith in Dan; but let the consequences be what they may, Dan swears he will ride that bike or break a gauge glass in the attempt.

H. Draney, T. Reynolds and J. H. Hughes are

holding down the "Soo" run at present. Hughes is relieving Chris Boyce, who, I am sorry to say, is on the sick list again. Having been for several years a sufferer from lung troubles, he is compelled at times to give up and take a rest and recuperate. We hope and trust we will soon see him back on his old run, and that many years may be spared him yet.

T. Jackson, R. Cram and J. T. Nidd are on the Ottawa run, three worthies of old standing; in fact, the right men in the right place. Long may their "buttons shine."

I have given the Division officers a "stab," mentioned the sick, given the names of passenger conductors, and used up some valuable space, and now, for fear that toleration is not always an editor's virtue, I will close, hoping this may call forth something good from the fore-mentioned talented ones who may give an account of our freight hustlers and their heavy winter's work.

Hobo.

North Bay, Ont.

Editor Railway Conductor:

Our passenger train conductors number well on to one hundred men, the majority of whom are members of the O. R. C. They are principally connected with Division 307 at Elizabeth. The C. R. R. have 294 passenger trains arriving and departing from the Jersey City station every twenty-four hours, which makes some hustling, especially during the rush hours in morning and evening.

Brother Fredenburg had the misfortune to be burned out of his house in February, losing everything. He carried no insurance. Brother John Hefferman, of Division 291, is up and around again, after a siege of sickness lasting nearly all winter. I understand he will soon move to Hackettstown and take charge of the construction train there. Jacob Remmell had the misfortune to have his right arm crushed the night of April 10 in Elizabethport yard, necessitating amputation of same. Mr. Remmell was at one time a member of Division 153, at Mauch Chunk, but for some reason he gave up his membership in the Order, and I understand also in the insurance, and now has nothing before him but regrets that he did not stick to an organization that would have stood by him at a time when he most needed it.

Another sad warning to men who have no use for organizations and who stand aloof when approached on the subject to join for mutual benefit, as well as protection.

In the March CONDUCTOR is a letter signed "L." from Little Rock, Ark., in which the writer spoke of an interview with one of their number, who compared THE CONDUCTOR to a seed catalogue. Well, I think this individual was cut out for a farmer and the chances are he would miss his mark in this calling were he to follow the plow. I'll venture to assert, though, if this party has any bad luck, he will not hesitate to call on his Division to help him out.

Last Wednesday morning word was received that Brother John Tracey had broken his leg in Jersey City, and had been taken to St. Francis hospital. Fortunately, the report proved untrue, but Brother Tracey, in crossing the "Gap," in jumping from the boat, slipped from the steps, cracking a small bone and wrenching his instep quite badly. He is at home, and expects to be out in a few days.

The different trainmen's organizations on the C.

R. R. of N. J. are federated and that has been of much benefit to the men. Last Sunday, after closing in regular form, Delaware Division, O. R. C., accepted an invitation to visit Division 30 of the B. of L. E. for a social time and interchange of views on subjects relative to their profession and of interest to members of both organizations. I trust it will result in the meeting together of all the different railway organizations centered here, for mutual exchange of views, which will result in a closer bond of friendship between men whose interests are in common. To Brother L. Parker Titus belongs the honor of bringing about these meetings.

Saturday, April 25 being the first anniversary of Phenix Division No. 72, Ladies' Auxiliary to O. R. C., the ladies celebrated the occasion by a supper at the home of Mrs. Wm. W. Frasher. The tables fairly groaned with their load of good things, and everybody went away anxious to attend another such feast. Mrs. McBurth aided digestion by relating her experiences in attending the sessions of some of the Grand Divisions, also of riding the goat. Must close to reach you in time for May issue.

WM. C. ROWLAND.

Phillipsburg, N. J.

Editor Railway Conductor:

The time was when Number 9 was called the banner division of the Order, presumably because the then Grand Chief Conductor was a member of it. Brother Wheaton is still a member of Number 9. In those days our membership ran as high as 120. The organization of Division 374 in this city, in April '96, took most of our members employed on the D. L. & W.

We now have a membership of seventy, having initiated three this year, and have several more in sight. Indications point to a fairly prosperous year for Number 9.

The Order is what the members make it, and if we all would stay away from the meetings there would soon be no Order.

Encourage your officers by your presence. Nothing pleases a C. C. more than to see a good attendance and brotherly feeling at the meetings.

And I assure you that nothing can please a Secretary more than to make out a receipt for your year's dues. Be prompt in paying your dues and thus relieve your officers of any embarrassment caused by not being able to meet obligations of Division at the proper time. The G. S. & T. must have money to meet the obligations of the Order: if not, it would soon go to pieces.

Brothers T. T. and A. M. Wright have been called on to bow in humble submission to an all-wise providence: a member of the family of each having been called by the Grand Chief Conductor of the Universe. The former's son, aged twenty, was called April 5, after an illness of one week, and the latter's daughter on April 11, after an illness extending over a period of several years. Both Brothers have the heartfelt sympathies of the entire membership of Division 9.

Division 80, L. A. to O. R. C., is in a flourishing condition. Their "nanny," though apparently very tame and mild, must be pretty frisky on meeting days, as Mrs. G. is very restless and uneasy after one of these meetings. They held a very successful ball January 27. See Sister Moore's letter in April CONDUCTOR.

The Ladies do not receive the encouragement they should from the members of Number 9. They should know more of each other, and the Brothers should urge their wives to become members of the L. A.

Brother and Mrs. G. P. Nichols, of Jacksonville, Fla., have been visiting in Elmira the past week or so, and were entertained by members of Number 9 the evening of April 15. All apparently had a jolly time, and parted from Brother and Mrs. Nichols wishing them prosperity and happiness. Brother Nichols is a member of St. John's Division 196, and reports that the cold "snap" in the early part of '96 ruined the railroad business in that part of the country, for a number of years at least. The freeze snapped the beautiful foliage so attractive to travellers, as well as the fruit-bearing trees and vines of that fair land.

I think there is a first-class writer due, so I will take the sliding and let him pass. I am in to clear and the switch closed.

G. W. GRANTIER.

Elmira, N. Y.

Editor Railway Conductor:

Yesterday was a red letter day in the history of Division 266. Our Grand Senior Conductor paid us a welcome visit, and in his inimitable style gave us much kindly advice, which was listened to with attention and pleasure by the Brothers who were fortunate enough to be present.

Business with us is a little dull at present, but we hope for better times later on. The "boys," having taken kindly to "Bennett and the goat" in the April CONDUCTOR, I beg the privilege of gently reminding engineers that the "emergency" is not supposed to be used in making service stops.

WHEN "DAD" APPLIES THE AIR.

I once did know an engineer
Whose "other name" was "Dad."
He was not a very good man,
Nor was he very bad.
But, should he ever "pull" you once,
You'd wish he never had.

He throws the lever forward,
And then he throws it back;
And "cusses" at the brakemen
And whistles for the "slack;"
Then he pulls the throttle open
And makes the drawheads crack.

When you approach a station
At which you wish to stop,
You swing out on the ladder
And prepare yourself to drop
Upon the station platform,
So gently and with care:
But, you're thrown clear off the right-of-way
When "Dad" applies the air.

Now, should he ever "pull" you,
Encase yourself in springs,
Put on a base ball catcher's "mask,"
And "pad" and other things
To counteract concussion:
And EVERY TIME prepare.
To play the "blooming" acrobat
When "Dad" applies the air.

Big Springs, Tex.

L. W. CANADY.

Editor Railway Conductor:

I had the pleasure of attending a regular meeting of Division No. 278 April 14. and was pleased to see so many Brothers present. Brother Marmor, a visiting member, of Division 166, was present. Come again, Brother M.: this is as it should be; it encourages the officers, and also shows that you appreciate them and the work they have done.

Our Division has begun to grow quite briskly, having a candidate for almost every meeting. A pleasant smile crept over the faces of the members when our Inside Sentinel announced for initiation "Fatty" McGraw. E. J. McKenna and J. R. Boughton. The home run was made and all landed at the Chief Conductor station wiser if not better men than before. They were all well pleased with the O. R. C. We also have three more candidates for initiation at our next regular meeting. We must not stop until our work is accomplished: we have plenty to do, if we only do it: let us see how many new members we can add to the list this year: let us assist our new officers in their work and show them our appreciation, not only by good attendance, but by doing all in our power to build up the Order and this Division. Brother J. S. Jarvis, who met with the misfortune of losing part of his limb on the 17th of February, was again present with us at the last meeting, looking hale and hearty, and the smile on his countenance spoke plainer than words, "Good luck to the day I joined the O. R. C." Some remarks for the good of the Order and this Division were made by Brother Jarvis, which were much appreciated by all present. Brother Jarvis carried a \$5,000 policy in our Insurance Department, and has already received the check for that amount. Let this be a warning to all non-insured Brothers. A word more about some of our Brothers and I will conclude. Brother Wesley Connors is now running the nigger local: he says the run is O K, and has improved his appetite to a large extent. Brother Bler is busy building chicken coops and making garden. One of our Brothers has a horse, and his legs swell up so on the second and fourth Tuesdays of every month at 1:30 p. m. that he has to be driven the balance of the day by his owner to reduce the swelling. I understand that one of our Brothers is talking of getting his wife a bicycle. My advice to the Brother is to let well enough alone, as he may be heard by some of the Brothers singing the following song:

Me heart it is broken entirely,
Dejected and sad do I feel,
Bad luck to the day whin I wint astray
And bought me own darlin' a wheel.
The cupboard is empty, the fire is gone out,
The pigs they do nothin' but squeal.
The dog has gone mad and the ould cat has fled
While Alice is riding her wheel.

CHORUS.

She rides in the morning, she's riding at noon,
Not even for shlape will she stay,
But by the moonlight she is riding all night,
And she rides agin all the next day.

W. E. RUSSELL.

Dennison, Ohio.

Editor Railway Conductor:

Amory Division No. 207 was organized on the 8th of September last year, with a charter membership of about fifteen of as loyal and true men as ever

went into any organization. The membership was drawn mostly from 175 and 186, all employed on the Kansas City, Memphis & Birmingham. The writer was at the time of the organization made correspondent, which position he now holds, though this is his first attempt to perform any of the duties of that office. At the time of his appointment he was engaged in a political canvass as a candidate for legislative honors; and after the election was employed in a business that required all of his time and attention until the convening of the Legislature, and now that it is adjourned he will try to do the best he can toward letting the Brothers know something of the sprightly infant, 207.

We meet every Sunday, and when business on the road is not too rushing have a good attendance. The membership now numbers about twenty-five, and what the Division lacks in numbers it makes up in enthusiasm, the members not only putting in a regular appearance, but bringing with them visiting brethren who may be in town.

We have recently suffered what we feel to be an irreparable loss in the death of our president and general manager, Geo. H. Nettleton. We all loved and respected him, as he had always proven a true and sincere friend to the most lowly in his employ. We always found him accessible, and a righteous adjuster of whatever wrongs might have been inflicted by over-zealous inferiors.

Business has fallen off on our line to an alarming degree, and the familiar complaint of too many crews is heard again.

Brother Sam Flack is now with the N. C. & St. L. Brothers Sears, Coorpendor and McCutchan are somewhere in search of employment, and we will say to the Brethren, wheresoever dispersed, to treat them kindly, as they are good conductors and all right.

The K. C. M. & B. has recently inaugurated a severe eye test that has already knocked two of the boys out of "sight," and in this connection we want to record ourself as joining in the kick with G. W. Horner of Coal Hill, Ark., that there ought to be some provision in the Benefit Department for those whose eyes have failed them.

Amory, Miss.

AJAX.

Editor Railway Conductor:

As Division 313 has been on the slow board for some time, so far as THE CONDUCTOR is concerned, it struck me you might like to know that we still hold our charter and have fifty members. Some of them are engaged in other business in addition to their railroad duties: for instance, Brothers D. F. Brown and Joe Waddell are interested in a parrot farm at Jones Station. As they have only been in the business a short time, I cannot say yet whether or not it will be a success. They are as fat and hearty as ever, however, and Brother Brown is the same old favorite with the ladies. Brother Sam Hibbs is raising monkeys at Yuma. I am much afraid the crop will be a failure this year, as Brother Lock's eight-pound baby boy went down on a special, climbed up the cocoa trees on Brother Kingsley's farm, and threw the nuts at the monkeys, killing them all. Anyway, I saw none on the occasion of my last visit.

Bill Tierney is still our efficient S. and T., and he makes just as much noise as ever. I noticed Brother Russell sleeping under the shade of the trees at his home this afternoon, and I would like you to under-

stand that he planted those trees himself. Brother Merritt still insists that his gold mine will pan out all right and that he will have a \$20 gold piece for every traveling Brother that comes along. I fear he is going to be a "gold bug."

All joking aside, we have a good Division here and our officers are among the best. Our chief is just what the doctor ordered. Our meetings are well attended and we are always glad to see visiting Brothers. Those who are worthy may rest assured we will send them on their way rejoicing in case they need it. We are treated nicely by all the officials, and our trainmaster, C. A. Brown, is "all wool and a yard wide"—he is sure o. k.

I have just been called, but in my next shall give you a description of this country and its people, and shall try to furnish some local railroad news that will be of interest. Before closing allow me to again assure all traveling Brothers that we are always glad to see them, and think we know how to treat them right. As the Mexican says. adios. 313.

Tucson, A. T.

Editor Railway Conductor:

When Brother Wilkins organized Broad Top Division 158, on the 12th of April, I asked him where Division 158 had been located, and he told me it was near Washington. He said it had been dead for some time, and that he had just been down and buried it. Since we have the number we are going to show Brother Wilkins that it is now among the living Divisions. We have taken twenty new men in on the charter and expect about ten or twelve more in a short time. Brother Geo. Nolte and myself have been transferred from Tyrone Division No. 51. We have now thirteen O. R. C. men on the H. & B. T. R. R., better known to P. R. R. men as Owl Creek (that is the title they give us). I am handling the way bills on H. & B. T. local, and Brother Nolte on the Altoona local. We are always glad to meet a Brother, and you will find if you ever come to Huntingdon that there are but two conductors who run out of here who are not O. R. C.

R. H. POWELL.

Huntingdon, Pa.

Editor Railway Conductor:

You may be somewhat surprised to receive a fraternal letter from this out of the way corner of civilization, but railroadmen are always interested in accounts of one of their own kind who has strayed into queer countries, where, in emulation of the American example, they have built railroads and things to develop their resources and things.

The most interesting account I could give, I know, would be a simple statement of the chances for a job, the methods of doing work on these roads, the amount of wages paid experienced trainmen, and such things; but that is just what I am not prepared to do in this letter. I may be able to do so in next month's issue. I have not been here long enough yet to get a job, so I have no way of knowing such things positively, as one should know them to describe them accurately; and I have no way of knowing how long I shall have to wait for my first call to go out either. It depends in a great measure on how soon a strike will occur; and I am told that railroad men in this country are not so flippant in declaring strikes as they once were. But just the same, everybody seems to be waiting for the next strike, hoping to drop into as good a job as he dropped out of in the last.

So far as I can learn, it appears to be the custom of the country to keep about half the available workmen employed with at least work and pay enough to enable them to hold their boarding house, while the other half are held in reserve, eating occasionally, or semi-occasionally, as some of them say it, on the pie-cards of their more fortunate fellows—industrious fellows, I ought to say, because workmen at work here are regarded as industrious rather than fortunate. Those out of work are variously estimated as unfortunate, very bum, on the hog. If it is fair for a stranger to judge off-hand from appearances, I should say that most of them that I have run across have already reached the last stage. But I am told that in this country time works sudden and awful change in a workman's wardrobe—a change which virtually amounts to complete destruction when the interval between jobs is not much shorter than it usually is. And this is because of the fact (not readily appreciated by a star-spangled American workman) that their clothes are produced by what your politicians in America call pauper labor. I can easily explain it to your perfect understanding, and will do so later, but not now: I haven't come to that part of my account yet. I haven't even told you where I am or what kind of a show I had to ride coming here, and all that.

The name of the town is Chicago. It means sweet-smelling river, of something, I don't know exactly what; and so far as my own inclinations are concerned, I don't see the use of knowing; and I should have said nothing about the meaning of the name if it were not expected in all letters describing outlandish places.

The town was discovered a good while ago by Pere Marquette, a missionary priest, I think. He is long since dead, of course, but not forgotten. His name, without the Pere, which means father in American English, is profusely used to designate public institutions, and, moreover, the politicians are said to push their own political plans by an occasional revival of his memory. It's an awfully big town; I don't like to say the biggest in the world, and of course I don't wish to underestimate it. As I said before, there are lots of things I don't know yet, but I am all the time looking around with my eyes and ears open, and I think I shall see and hear plenty to fill all the letters I shall write from here without counting up the population or bothering the real estate men for their doubtful figures. Some of the streets are smoothly paved and swept occasionally. Such streets are called boulevards, and all traffic on them is forbidden. Even the beautifully decorated ice wagons and milk wagons, as well as the leather-lunged venders of pa-teet-o-o-es and nan-no-o-es must thread the maze of garbage boxes and things in the contiguous alley. These details of description may not be especially interesting to an American railroad man, but you probably never saw a letter coming from such a place that omitted any of them; and besides, it all has to do with my purpose of contrasting the condition of these apparently nerveless, half-organized workmen with that of our own proud-spirited American workers, who, through their organizations, tell their politicians what to do; and who, because of their superior intelligence, know precisely what they want done.

I wish I had one of the many pictures I have seen representing the American mechanic; or, if I

could adequately describe some of the statuary so common in America, typifying American labor, without overtaxing the credulity of these workmen about me, I should just like to see how they would take it to be shown the picture with the quiet remark: "That's a plain, every-day workman in progressive America, where I came from—a workman with his hammer and paper cap; his well-filled trousers, the product of properly-protected home industry; his three-dollar woolen shirt, rolled up at the sleeves, ditto: his dignified pose, his tout ensemble (that's what they would call it here: it means his whole make-up), the personification of the untrammelled power that built up his glorious country, scattered the forces of oppression and favoritism, and holds out to all men exactly equal shares in the good things that come of legislation—and taxation. It is very doubtful if I shall try it, however, until I am much better acquainted. These people are exceedingly sensitive to comparisons by foreigners from a foreign point of view. They like to believe, as they are told by their politicians, that they have a little the best of it in all things, and believing so, never pause to wonder what the worst of it must be like. They shout: "We, the people," and more than half believe they are the people—that is, that they have an important say in the government of their truly magnificent country, which they call Columbia, meaning gem of the ocean, or home of the brave, or something like that. It isn't easy to translate their outlandish names into American English, but you probably don't care much what they mean.

The country was discovered long enough ago to have been fully settled up by this time by a prosperous, contented people, if it were not for some drawback not easily apparent to the first view of a stranger. If a country is "all right," if its land will produce an overabundance of food, minerals, building material and all things out of which work makes wealth, and the workers are not restricted in their right to work it into wealth, then it doesn't take long to fill the country up from the population of countries that are not "all right," no matter whether it is desirable to fill it up or not. Geographical lines are not fences with spikes on top, and if it's worth while, people will go in whether they are wanted or not. But I am told nobody wants to come here but an occasional shipload of dagoes, notwithstanding the fact that the country is much less than half occupied; and I understand the dagoes wouldn't come if it were not for a sort of combination arrangement by which the steamship agents get a lot of passengers, the dago political boss in this country gets a drove of voters, the Columbian political boss, who knows just what to do with them, gets a wad of votes, and the dago immigrants themselves, who, if left to rustle work for themselves, would have no more show than snowballs in hades, get what work there is for common laborers in the city service.

I shall have to stop here for lack of room, without having said much of what I set out to say in regard to the Columbian railroad man's condition, his share in the government of his country, etc., but I will write again.

J. S. STRADER.

Chicago, Ill.

Editor Railway Conductor:

The reception and ball given by Division 46 on the evening of the 10th ult., was one of the pleasantest

social occasions it was ever my privilege to attend. We were fortunate in securing the new temple of Ivanhoe Commandery for the occasion, and it would be difficult to imagine physical surroundings better calculated to contribute to the success of such a gathering than its luxuriously furnished reception rooms and parlors and magnificent dancing hall on the ground floor, together with its spacious and brilliantly lighted dining room in the basement. For the use of these palatial quarters, we are largely indebted to the influence of our C. C. Vet. Sykes, and committee chairman, Billy Durbin, both of whom are members of the Commandery. The feature of the decorations was a unique and beautiful arrangement of our emblem upon a white background, from which the letters O. R. C. blazed in red, green and white incandescent electric lights. This design was placed near the ceiling opposite the entrance, where it would be the first to attract the attention of the incoming guests. It was admired by all and brought a shower of compliments upon the committee, while you may be sure no one left the room without knowing what O. R. C. stands for. A program of the dances, rich in design and handsomely executed, was handed each one entering the reception room, by a member of the reception committee. Other members of this body conducted the guests to the cloak rooms and parlors, introduced them to the other guests, and in every way took pains to see that all had a good time. So much of the pleasure one derives from such an occasion, depends upon the manner in which these courtesies are performed.

Many a foot long unaccustomed to tread the mazes of the dance was incited by the strains of Herr Clauder's excellent music to emulate the grace of the younger guests. Among that number were the daughters of several of our Brothers. The writer had never attended a conductor's party in Milwaukee before, but had participated in many affairs of this nature given by that Banner Division, No. 8, of Rochester, N. Y., in which city the annual O. R. C. reception is considered the social event of the season. A kindly interest and an earnest purpose to make the occasion a pleasant one, shone in the eye and countenance of every railroad lady present. I am sure the husbands, fathers and brothers were proud of them, and properly so. I cannot refrain from expressing my regret that our Milwaukee ladies are not members of the Auxiliary. It is to be earnestly hoped that the time is not far distant when they will form such an organization. I am sure there is no better material in the United States, Mexico or Canada, than right here.

Last, but not least by any means, comes mention of the elegant supper served by "Mine Host" of the Hotel Aberdeen. In a quiet and unassuming manner, he and his excellent corps of waiters served us a veritable little feast. Simply perfect, was the universal comment. After supper dancing and visiting in the parlors were resumed until about 3 o'clock, when, as each one departed for home, I venture to say, a resolve was registered not to miss future parties given by Division 46, of the O. R. C. At the risk of making this letter tedious, I must speak a word of praise for our executive committee, composed of W. J. Durbin, T. W. Tucker and C. W. Mitchell. They are men of exceptional business ability and social tact, and are untiring in their efforts for the good of the Division. At the last

regular meeting we extended to them a rising vote of thanks for their successful conduct of our annual reception.

D.

Milwaukee, Wis.

Editor Railway Conductor:

The month of May, 1896, is ushered in, and with it the songs of the birds and all the beauties of nature that belong to springtime are spread out in their resplendent glory. While riding along in our caboose in the morning and looking out on the beauties of nature, seeing the sparkling dewdrops as they are kissed by the golden rays of the sun, and in the evening beholding the beauties of the western hills as the last rays of the sun bid us a pleasant good-night; then looking heavenward we see the queen of the night shedding her silvery rays over this terrestrial creation; and viewing all the constellations of heaven, are we not made to exclaim with David, "What is man that Thou art mindful of him?" When we contemplate the beauties of nature, the vastness of space, the length of eternity, and the greatness of God, are we not made to wonder that He will condescend to care for a poor conductor gliding along in midnight darkness, and ever remain near him, ready to hear a prayer and grant a blessing. But the sermon must stop here and we will tell you something about Division 324. We either have petitions to vote on or candidates to initiate at every meeting. Some local affairs have been brought to a happy termination recently, and the interest manifested now and the prospects for the future are fairly bright. The conductors are a happy and pleasant set of fellows.

There were rumors of a strike in the coal fields again this year, but latest advices are now to the contrary.

The attendance is fairly good at our meetings. Almost every time we can be in attendance we notice Bailey and McCulloch of the blue uniform fraternity, and that is not half, for we always hear from "Bud" and "Mac" in behalf of the Order.

Brother Francisco is at work again after a loss of nine weeks by injuries he received in a wreck. Everett is running in a box car, his caboose having been burned up in the wreck.

Brothers Lowder, Chief, and Heck, S. and T., are looking pleasant. The treasury is in fair shape. We do not know who will cross the continent, but Division 324 will be represented at the convention next May.

We are making slow progress toward getting a Ladies' Auxiliary here, from the fact that most of the conductors prefer the joys of bachelorhood rather than the sweeter pleasures of married life. Some of the girls in town say some of them would get married but for the expense of keeping a wife. Boys, how is it? BONUS HOMO.

Bluefield, W. Va.

Editor Railway Conductor:

With the flowers of May I will come again. Division 241 is going along at about the same old gait.

The ball passed off nicely, with a fine attendance.

Sister Bohmie, of the Auxiliary, is dangerously ill, Brother Bohmie having to remove her to St. Louis for proper treatment. We hope she will regain her health.

Well, that lunch was spread for the boys, and they do not know what they missed. There being

a series of tea parties to be given by the ladies of the Auxiliary, the first one was given by Sister J. G. Clinton, and a very enjoyable time was had.

I will not undertake to give a bill of fare, as I was too busy while at the table to take an inventory, but I will assure you there was plenty, and of the very best.

Come out, boys, and help the ladies. The only kick I had was I was called out before the entertainment was over.

We are pleased to hear that Brother Davenport is going back to work.

We regret very much that our S. and T.'s run is so arranged as to keep him away from meetings so much; you can bet he would be there if possible. Wish we had a hundred more that would take the interest he does, you would see 241 booming with colors up. Business has gone to pieces on the "Mountain." Pulled off three crews yesterday with a fair prospect of further reduction. I guess we will have to climb the hurricane deck with some of the other Brothers. Am glad that I haven't forgotten how.

OLD ROCKS.

De Soto, Mo.

Editor Railway Conductor:

Allow me to say a few words in behalf of Division 107, and at the same time to slightly admonish some who are Brother members as well as those who are not. I will take for my text the remark made the other day by a member of Division 103. When asked by one of our members if he would attend the meeting of 107 that day, he replied: "No. What is the use in going. They never have a quorum, and besides, No. 107 is about gone up anyway, and will soon surrender its charter." Now, let me tell that Brother that he does not know what he is talking about. We are not about "gone up," and as to surrendering our charter, it is entirely foreign to our thoughts. For the benefit of the Brother in question, and for many others who stay away from our meetings, allow me to say, that there has not been a meeting day this year when we did not have a good attendance and were not greatly profited by being there. To be sure, we have had our trials and tribulations, yet what body of men does not have them, both individually and collectively; The interest in our Division is steadily gaining, and 107 (the "old stand-by") will yet forge to the front rank and surprise most those who have done so much to pull it down. With such a staunch friend to the Order as Brother Thomas Matlack at the helm, we can know no such word as fail. Onward and upward shall be the cry. I shall never forget the old adage impressed upon my mind when a schoolboy "If you cannot say good of a person, say nothing." It is still worthy of acceptance by all. We extend a cordial invitation to all Brothers to drop in on us.

Before closing, I would like, in the most kindly spirit, to convince those Brothers who have dropped out during the year because they thought their Division could not stem the tide, that they have made a grave mistake. Show to others by remaining in the Order that the O. R. C. is the very best friend you have in your calling. It will do you no harm, but will do you good in more ways than one, and others will follow your example, thereby speedily bringing the membership of 107 to what it was a few years ago.

W. A. Fox.

Cincinnati, Ohio.



*Railroad Benefit Association—Stipulation
Against Bringing Suit—Validity of Stipulation—Public Policy.*

1. In an action against a railroad for the death of an employee, evidence that the bridge alleged to have struck him was one and one half inches higher than the top of deceased's head while standing on a furniture car, some of which cars were in the train, and that a man gains in height one and a half inches while walking, and that deceased's body was found near the bridge, does not warrant a finding that deceased was struck thereby.

2. A stipulation, in a certificate of membership in a benefit association organized by a railroad company, to which it contributes, and the expenses are paid by it, that, in case suit is brought against the railroad company by the member, or by his representatives, to recover for injuries or death, and it is prosecuted to judgment or compromised, recovery under the certificate shall be precluded, is not against public policy.

3. The compromise of such action defeats all rights of the beneficiary of the certificate arising from the contract of such membership.

4. An association organized by a railroad company for the benefit of its members, in case of injury to them, or of their dependents in case of death, the relief fund of which is raised from monthly payments by the members, who are employees of the road only, any deficiency being made up by the company, is not an "insurance company," but a beneficial society only.

Donald vs. Chic., B. & Q. Ry. Co. et al., Iowa S. C., Jan. 18, 1895.

tiations for a re-examination had fallen through the member made a proposition for a settlement which was declined by the society, it claiming that the member was wholly in fault, but the note and postal order for \$5 were retained. The order was cashed by an employee of the society through mistake, but no attempt was ever made to collect the note. No assessments were afterwards paid, by the member prior to her death, which occurred four years afterwards, nor were notices sent to her.

Held, that the society did not waive its rights to demand a satisfactory health certificate as a prerequisite to the member's reinstatement.

Garretson vs. Mutual Life and Endowment Ass'n, Iowa S. C., Jan. 23, 1895.

Application—False Statement—Conditions—Who May and When Waived.

1. A statement that "no application has been made to any other company for insurance" is material, and if false, constitutes a breach of warranty that the answers to questions in the application are true.

2. Under a provision that no waiver shall be valid unless made in writing, signed by the president or vice-president and secretary or assistant secretary, neither a solicitor of the company nor a superintendent of agencies, who is merely an agent working for commissions, and holding no official position in the company, can waive the conditions of the policy. The terms of a certificate cannot be waived before it is issued.

Bernard vs. United Life etc. Ass'n, N. Y. S. C., Feb'y 11, 1895.

Reinstatement—Agreement—Waiver—Health Certificate.

Where a mutual benefit society agreed with a member who had forfeited her membership, to accept her note for a certain amount and \$5 in cash, in payment of past dues and to reinstate her on receipt of a satisfactory health certificate. The society refused to accept the certificate sent, and demanded a re-examination. After the nego-

Effect of Statement in Application—Medical Attendance.

1. While the statute (1887) provides that no "misrepresentations" made in the negotiation of a certificate of insurance, shall avoid the policy unless the misrepresentation was fraudulently made or increased the risk, the word "misrepresentation," applies to warranties incorporated in the certificate by reference to the application.

2. But a person who calls at a physician's office, submits to an examination, and again calls and consults the physician professionally, paying him a fee, is "attended" by such physician within the meaning of the question, "By what physician were you last attended?" as used in application for life insurance.

White vs. Provident etc. Ass'n, Mass. S. J. C., Feb'y 28, 1895.

Benefit Association—Restriction as to Beneficiary—Family.

1. Where the charter of an association states that one of its objects is to establish a benefit fund to be paid on the death of a member "to his or her family," and a general law of the association provided that the applicant should enter upon the examiner's blank "the names of the members of their family, or those dependent upon them, to whom they desire the benefit paid; and a circular issued by the order stated that on the death of a member a certain sum should be paid" to the beneficiaries (members of his or her family.) *Held*, that the beneficiary must be dependent upon the insured or be a member of his family.

2. Where a mother designated that one half of her insurance be paid to her son and one half to plaintiff, a mere intimate friend, *Held*, that the latter had no insurable interest in her life, and cannot share the proceeds of the certificate, by reason of the insured having voluntarily made it payable to him.

Condell vs. Woodward, Ky. C. of App., Feb'y 19, 1895.

Rescission of Surrender—Suit by Beneficiary—Mental Incapacity.

1. The beneficiary in a certificate of membership in an insurance association, the constitution of which provides that its members may surrender their certificates, has no vested interest therein which prevents the member from surrendering it.

2. When the member is entitled to avoid a surrender of the certificate on account of mental incapacity, the beneficiary on his death may avoid it on the same conditions.

3. In an action by a beneficiary on a certificate of membership in a benevolent association, which was surrendered by the member for a valuable consideration, the beneficiary claiming that the member was insane at the time and under guardianship, the complaint must allege that plaintiff was willing to pay all assessments due, and to refund the consideration received by deceased. Otherwise the complaint is insufficient.

Wells vs. Covenant Mut. Ben. Ass'n of Illinois, Mo. S. C., Feb'y 12, 1895.

Train Service—Separate Coach—Judgment—Appeal.

Under peremptory instructions from Judge Barr, a jury in the Federal Court found a verdict against the defendant railway company. The action was brought to recover damages in the amount of \$15,000, and to test the separate coach law of Kentucky. Judge Barr had previously decided that the law was unconstitutional, because it affected inter-state commerce. The railroad company then contended that it had a rule requiring separation of white and colored passengers aside from this law, and asserted that the rule was a reasonable one. On this the issue was joined and the verdict rendered. Under the instruction, the jury had only to determine the amount of damages. These were assessed at one cent. The company will appeal to the Supreme Court of the United States.

Anderson vs. Louisville and Nashville R'y Co., U. S. Dist. Ct., (Ky.) Feb. 5, 1895.

Overcharge by Conductor—Statutory Penalty—Reasonableness of Rate.

1. The voluntary payment by a passenger of an overcharge for the purpose of recovering the statutory penalty from the railroad company, does not preclude his recovery thereof.

2. An answer, alleging that the overcharge was made through mistake as to the distance between the stations on the defendant's road, between which the plaintiff traveled, is insufficient on demurrer.

Missouri Pac. R'y Co. et al. vs. Smith. Ark. S. C., Feb. 9, 1895.

NOTES.

A railroad company may require passengers to procure tickets, and exact a higher fare in case they fail to do so.

Cleveland, etc., R'y Co., vs. Becket. Ind. App. C. Feb. 17, 1895.

Where on a train approaching a station, an announcement of the station, with a direction to change, was made, by some one without authority, and the train stopped before reaching the station, it is a question for the jury whether the company was negligent in failing to warn passengers not to leave the train upon that stop.

Floytrup vs. Boston & M. R. R., Mass. S. J. C., Feb. 28, 1895.

The S and T. of Division 246 desires the address of Brother D. L. Lincoln.

When having printing done all merchants and manufacturers should see that the label of the I. T. U. is placed thereon. The label is a guarantee of fair wages and an assurance of the best work.

Very prompt and liberal response has been made to our request for back numbers of THE CONDUCTOR. We have all that we have any present use for, excepting for the year 1884. Will be very glad of copies of any month of that year.

We repeat our rule against publishing anything in our columns unless advised as to who the author is. If "Handy Man with the Ax" or any others who have neglected to furnish us their names, are disappointed at failing to see their communications, this will be our explanation to to them.

Brother W. H. Wright, Chief Conductor of Division 218, was married at Savannah, Ga., on April 23, to Miss Ada Louise Proctor. Brother Wright will be well remembered as a member of the Grand Division and as one who assisted earnestly in entertaining the members of the last Grand Division at the time of their visit to Savannah.

The first number of "The New Amsterdam Series" of new and popular novels, offered by Lovell Bros. & Co., of New York, is "The Woman and the World," by Valentine Van Alnwick. It is a very cleverly written and interesting story, forcibly showing what can be accomplished by a woman if she will, while occasional references to the situation with regard to labor, economics and politics, afford food for thought.

Division 55 of Kansas City, Mo., adopted resolutions on the death of Geo. H. Nettleton, presi-

dent of the K. C., F. S. & M. Railway, in which it was resolved:

That in the death of Mr. George H. Nettleton we have lost a benefactor and a friend, always willing and ready to hear his employes, irrespective of position. His name will always be remembered with love and respect by all members of this Division and we extend to his family our heartfelt sympathy.

The Salt Lake Herald claims that Edward Robinson, who recently died at American Fork, Utah, enjoyed the distinction of having been the first railway conductor in the world, and, at the time of his death, the oldest living employe of a railway. It is claimed that he first served as conductor between Manchester and Liverpool, England, Sept. 15, 1830. He was at the time of his death, nearly eighty-nine years of age. He came to the United States in 1842. It is claimed that it was he who first suggested the use of sand to prevent the slipping of wheels.

A letter received from a member of the Order in good standing, who is located in Guatemala, Central America, recites contemptible acts indulged in there by E. Longan, a brakeman, and J. C. Mathanay, an engineer, which should brand them as unworthy of association with, or recognition by, railroad men of this country. It seems those two men secured employment in that country, were attacked with yellow fever and were brought into Guatemala, where they were taken care of by an American lady, who went security for their doctors' and drug store bills, and who is credited with having saved their lives by her careful attention to them. The boys, in their sympathy for them, and, anticipating that they would return to their employment, took up a subscription, which was responded to very liberally, for the purpose of helping them out. The worthies, however, decided that they had had enough of that country and proceeded to borrow all the money they could, on the plea that they were going to return to work. Without making any provisions what-

ever for the payment of any of their just debts, they quietly skipped for the United States. The money taken up in subscription for them, fortunately not having been turned over to them, was used to reimburse, in so far as it went, those who had cared for them through their serious illness. Temperate language utterly fails to express the feelings which naturally arise at hearing of such acts. Our informant desires the railroad men to be advised of these actions and suggests that that country will be a good place for all who are dishonestly inclined to stay away from, as the Americans now there are honest, self-respecting men and propose to do all they can to uphold the reputation of the craft.

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We wish to acknowledge an invitation to attend the third annual May day ball of Division No. 166, to be given in Newark, Ohio, on the evening of the 28th inst. It is certain to be a delightful occasion, and we will be glad if it is possible to be present.

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Congratulations are due Brother Clifton M. Rawlins, of Division 230, upon his graduation from the College of Pharmacy of the City of New York. The commencement exercises were held on the evening of the 7th inst., and attracted much attention, Carnegie Music Hall being filled with friends gathered to wish the graduates every success in the new life work opening before them.

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William Tunkey, the engineer who surpassed all others in the late effort of the Lake Shore system to beat the world's record for speed, has had presented to him by the Brooks Locomotive Works Co. a very elaborate and handsome watch of the "B. L. E. Standard" type, made by the Webb C. Ball Company of Cleveland, Ohio. The following, engraved on the watch, tells the story:

"Presented by the Brooks Locomotive Works to William Tunkey, who broke all previous speed records October 24, 1895, with Brooks 10-wheel engine No. 564, between Erie and Buffalo. Average speed 72.92 miles an hour. Maximum speed 92.3 miles an hour."

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The following spirited and bold enunciation of a truth is credited to a Mr. Edward Beck, in charge of a publication issued weekly by the printers in order to maintain their contention on the strike at the Eby & Co. office. We cannot give credit for it, for we do not know what paper it is from or where it is published. We do know that Mr. Beck's words apply very forcefully to many who are members of labor organizations, in

fact and in name, but not in the spirit which underlies true trades unionism.

There is no doubt whatever in my mind that the envy and jealousy among trades unionists do more actual damage to the cause of organized labor than all the opposition encountered from combinations of capital. We see it displayed at all times and under almost all circumstances. When a man from our ranks does for us an exceptionally able thing of any sort he simply exposes himself to the malice of his fellows, and his reward is often worse than if he had done our cause an injury. Meaner things are said by union men about our most brilliant and faithful leaders than are ever said about them by the capitalistic press, and any man who undertakes to rise in the cause of labor must wage a constant warfare. This is so now, but it will not always be. There will come a day when labor will know its friends and stand by them, and in that time the envious will not be permitted to discharge their venom within our ranks, and "an injury to one will be the concern of all" in fact as well as in theory.

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If science has been rightly defined to be all there is to know of any given subject, then Marshall M. Kirkman's work, "The Science of Railways," has been well named, since it comes as near telling all there is to know of that subject as any other publication within our knowledge. It is divided into twelve volumes, and something of the tremendous field therein covered may be gathered from their subjects which are as follows:

1. Organization and Forces.
 2. Financing, Building and Maintaining.
 3. Operation of Trains.
 4. Passenger Business.
 5. Freight Business.
 6. Baggage, Express and Mail Business.
 7. Economical Purchase, Care and Use of Material.
 8. Economy of Rates. Private *versus* Government Control.
 9. Fiscal Affairs. Disbursements.
 10. Fiscal Affairs. Collection of Revenue and the Principles Governing It.
 11. General Fiscal Affairs.
 12. Fiscal Duties of Agents and Conductors.
- General Index.

It will be seen at a glance that the work passes in exhaustive review all the principles and practices of railways. The author is especially fitted to treat upon such subjects, since his duties through forty years of continuous service have thoroughly familiarized him with all departments of railway work, and his growth to the vice presidency of one of the most important roads ever organized testifies to his mastery of every detail. While these books form a veritable encyclopedia of valuable information and suggestion which no live, practical, railroad man can afford to be with-

out, the information is presented in such a lucid and pleasing style as to be attractive reading for all who care to be posted regarding so important an interest. This is, perhaps, especially true of those portions of the work treating of "Primitive Carriers," giving not only the evolution of the modern carrier from those known to the people of remote antiquity, but conveying, incidentally, the evolution of the race as well. The work is offered by The World Railway Publishing Company, of Chicago, in complete sets of twelve volumes, at the price of \$30. Particulars as to terms of sale may be obtained by writing the publishers.

A pleasant and highly profitable union meeting of the federated organizations in Georgia was held at Atlanta on the 19th ult. There were fully 300 delegates in attendance, and the grand officers were present in person or by proxy to assist in making the meeting a success. The gathering was called to order by Brother G. W. Evans of Division 180, and H. O. Teet of the Fireman was selected as chairman, with Frank Cook of the Trainmen for secretary. Grand Chief Conductor E. E. Clark explained at length the arbitration bill pending before Congress, and urged all present to petition their representatives in that body to assist in its passage. This was also discussed by the other speakers, and resulted in an unanimous agreement to have all the local organizations in the State petition their Senators and Congressmen to vote for the measure. Grand Master Sargent of the Firemen spoke mainly on organization and was at his best on that topic, thoroughly arousing the enthusiasm of his hearers. Second Vice Grand Master Dodge of the Trainmen gave a highly interesting talk on the labor question of the day. J. C. A. Branan, representing Grand Chief Arthur, made several valuable suggestions to the railroad men, and assured them of his entire sympathy with the work they had in hand. Charles Daniel of the Atlanta Telegraphers represented Grand Chief Powell, speaking in favor of arbitration. He also gave an interesting account of the recent victory won by his organization in its contest with the Colorado Midland. At the close of the speaking a resolution was adopted by the meeting asking all the sub-organizations of the State to urge upon their representatives in Congress the passage of a bill restricting the powers of the federal judges in contempt of court cases.

The ball and banquet given by Division 99 on Easter Monday night was an extremely enjoyable

affair. A local paper says of it: "From start to finish there was nothing left undone that could possibly contribute to the enjoyment of the guests, or to the complete success of the entertainment, and while we have had many other delightful events in our new opera house, certainly none of them have been more so than the O. R. C. ball and banquet."

The opera house was profusely and magnificently decorated. A very handsome and elaborate menu showed on the inside the following:

WAY-BILL.

CLAMS AND OYSTERS.

Low Necks from the Chippewa.

Joe's Selects, shelled.

SOUPS.

Draw Bar Soup.

Black Oil Soup with Brass Filings.

Monkey Wrench Soup thickened with Railroad Spikes.

GAME AND FISH.

Brake Dogs, stuffed with Waste, Fargo Style.

Cow-Catchers, garnished with Russian Thistles. Smoked Fish-Plates, without Track Scales.

Railroad Frogs, au jus, a la Ole Ronning.

ROASTS.

Chief Dispatcher's Roast, served hot at Flag Stations.

Night Operator's Roast, stuffed with choice adjectives.

Shipper's Roast, with cigars on the side. "Rush."

Consignee's Roast, with Back Charges—no Rebates.

FRICASSEE.

Larded Coupling Pins, Dope Sausage.

Air Hose, No. 2, stuffed with gravel.

Track Bolts, with or without nuts.

HASH.

Silver Brake Beams, garnished with Tramps.

Cattle Guard Sorts. Granite Falls Stew.

Wrecking Train Sundries.

Smith Jones Hash—Hairless. Aberdeen Gall.

EXTRAS.

Round House Tender Lying, with Telephone Sauce.

Paine's Overcharges, Raw or Well Done.

Ortonville Division Foam, Whipped.

Sandylion Greens. Floating Bird Islands.

DRINKS.

Conductor's Punch, Extra Dry.

Car-Spring Water, Extra Wet.

Milk Train Products—all kinds.

Chilled Steam.

Appleton Sherbet.

DESSERT.

Switch Lights, smothered in Fog.

Snow Plow Sauce on Cold Shovels.

Fresh Fruit, all kinds from the Way Freight Buffet.

Milbank Seedlings. Big Stone Peaches.

Side Track Privileges—wait for further orders.

ALL ABOARD.



OBITUARY

Mitchell.

At the meeting of Defender Division 312, Sunday, March 22, resolutions were adopted expressing the sorrow of the members at the death of Miss Mary A. Mitchell, age 20 years, daughter of Brother J. H. Mitchell, and conveying to the bereaved family their heartfelt condolence.

Jones.

The ranks of Denver Division No. 23, L. A. to O. R. C., have again been broken by the death of Sister Jennie Jones, one of its most faithful members. Her death has brought a personal sorrow to every member of the Division, and all unite in conveying sympathy to the afflicted husband and family. Deceased was the wife of Brother J. H. Jones, of Division 44.

Keeling.

The beloved wife of Brother John G. Keeling, of Division 18, died at her home in Sealy, Texas, on the second day of January. Deceased was not only beloved by her home circle, but was endeared to all who shared her acquaintance. The sympathy of the entire Order will be extended to Brother Keeling in his hour of great sorrow. Brother Keeling was married but a few weeks.

Martin.

George H. Martin, brother of Brother J. W. Martin, of Division 5, while in the performance of his duty as brakeman on the B. & O. R'y, slipped and fell under the train and was killed at Philadelphia, Pa., on March 30. He was a universal favorite and his funeral was largely attended by members of the O. R. C., B. L. E., B. R. T. and O. R. T. Division 5 extend heartfelt sympathy in appropriate resolutions of respect and regret.

Ford.

Mrs. Allie Ford, wife of Thomas Ford, of Division No. 103, died at her parents' home in Losantsville, Ind., April 11, 1896. Deceased was not only beloved by her home circle, but was endeared to all who shared her acquaintance. Sister Ford was a charter member of Stanton Division No. 103, of L. A. to O. R. C. Brother Ford will have the sympathy of the Order.

Day.

A great sorrow has invaded the home of Brother A. K. Day in the death of their little daughter, Dorothy, aged six months. The

deepest sympathy of Division 227 is extended to the heartbroken parents in their bitter sorrow.

Gay.

Brother T. W. Gay, of Division 351, died at the old family home in Virginia on March 16 last, after a lingering illness, of consumption. Deceased was a true Brother in all the word may imply and will be greatly missed, not only by the members of his own Division, but by all with whom he came in contact through life.

Sterley.

The charter of Division 57 is draped in mourning for the death of Brother C. F. Sterley, one of its most efficient and highly regarded members. At a subsequent meeting of the Division resolutions were adopted setting forth the esteem in which the deceased had been held, the sorrow of the membership at his untimely demise, and their sympathy with those who must suffer most deeply from this bereavement.

Cunningham.

Brother Frank R. Cunningham, the then secretary of Division 85, met with injuries which resulted in his death while in the performance of his duty, near Hardy, A. T., on the 28th ult. He had picked up an empty caboose at Hardy, and while passing between that and his own car, made a mis-step, which threw him under the wheels. The injuries there received resulted in his death shortly after the train reached Winslow. He was a courteous and manly man; a friend to all his friends, and the enemy of no one who deserved the friendship of an honest man; a zealous worker for the Order and for his Division, his death leaves a vacancy in the ranks of 85 which will long be felt. All his associates and friends are mourning with those at the old home, to whom the ties of relationship and of love had made him infinitely more dear.

Pixley.

Division 62, of the L. A., lost its first member in the death of Mrs. L. E. Pixley, who died at the home in Ashland, Wis., on the 12th inst., aged twenty-six years. Although but a young woman, Mrs. Pixley had won a wide circle of friends, all of whom will sympathize the more keenly with the grief-stricken husband and family because of their personal knowledge of the loss sustained.

OBITUARY.

Swinton.

At the regular meeting of Fisher's Peak Division, held March 1, last, resolutions were adopted conveying to Brother Isaac Swinton and wife the sympathy of all the members in the death of their baby daughter.

Phelps.

George Francis, youngest son of Brother T. F. Phelps, of Division 42, died at the home of the family in Centerville, Iowa, on the 9th ult. This is the second affliction of this sort Brother Phelps and wife have been called upon to suffer within a comparatively short time, and they will have the sympathy of all in their double bereavement.

Clanton.

The members of Division 46, by resolutions adopted on the 15th ult., extend to Brother John Clanton their heartfelt sympathy in the great sorrow that has come into his life through the death of his beloved wife, and express the hope that strength to bear up under this burden may be given him from the source of all earthly consolation.

Maloney.

Death has invaded the ranks of Division 249 and on March 7 the members of that Division followed to their last resting place the remains of Brother P. H. Maloney. The death was very sudden, as Brother Maloney took his train into Portland at 8:20 p. m. of the 1st and at 12:20 the next morning the end came, the fatal disease being pneumonia. He was the oldest conductor on the west end of the Northern Pacific and was held in highest esteem by every one, the death being an especially heavy blow to the people of Tacoma and Seattle. All knew his great love of flowers, no one ever saw him on his train, winter or summer, without a flower in his buttonhole, and they thought of it when the news of his death came. Never in the history of this section of the country has there been such a wealth of flowers at this season of the year or a more elaborate display of beautiful designs than his death called from sorrowing friends. Superintendent McCabe sent his private car to Portland to bring the remains to Tacoma, and furnished a special train to carry the family and friends to the cemetery.

Biglow.

Brother Paul Biglow, of Division 126, was killed while switching at Chapman's, Neb., on the 27th of last March. At the time of the accident he was on the top of the cars and, in some way, was thrown under the wheels, receiving injuries which caused his death. The sympathies of the entire Order will go out to the young wife and daughter, together with the hope that strength may be given them from the source of all earthly solace to bear up under this great grief.

Sarvis.

Bro. J. S. Sarvis, of Division 77, died at his

home in Palestine, Texas, on the 8th inst. Deceased was a loyal member of the Order, an upright citizen, an affectionate father and a devoted husband, one whose place in the various walks of life it will be difficult to fill. At a subsequent meeting of his Division, suitable resolutions expressing the sorrow of the members were adopted and conveyed to the bereaved family.

Mathers.

At the regular meeting of Division 303, held on the 8th of last March, resolutions were adopted expressing the sorrow of the members at the death of Brother S. M. Mathers, and their sympathy with the sorely stricken family.

Brecht.

J. Clare, youngest son of Brother J. I. Brecht, of Division 9, died at Erie, Pa., on the 20th ult., aged twenty-seven years. The funeral was held on the following Thursday and was largely attended by sorrowing friends.

Boreland.

The mother of Brother Algeron Boreland, of Division 114, died at her home near Pittsburg, Pa., on the 21st of April last. Brother Boreland has the sympathy, not only of his Division, but of a large number of friends and Brothers throughout the state.

Mowery.

Brother Oscar Mowery and wife are mourning the death of their infant son, which occurred at Wilkinsburg on the 12th ult. At a recent meeting of Division 114 formal expression of the sympathy of the members with the bereaved parents was made.

McElroy.

At a called meeting of Division 105, held on the 2d of last April, resolutions were adopted conveying to Brother K. A. McElroy the sympathy of the members in the death of his daughter, Miss Sadie.

Ellinwood.

Brother C. B. Ellinwood, of Division 295, died from quick consumption Thursday morning, April 16, last. In this death the Division has lost a staunch supporter and his wife a loving and devoted husband. At a special meeting of his Division, held April 26, resolutions were adopted fitly expressing the grief of the members and their sympathy with the stricken family.

Hodges.

The home of Brother and Sister Hodges, of Savanna, Ill., has been desolated by the death of Mae, their eldest daughter. Deceased was a young lady of unusual attainments and promise and left a host of warm friends, all of whom join in condoling with the parents and other members of the family in their dark hour. The sympathy of the members of Division 71 of the L. A., is especially with their Sister, Mrs. Hodges.

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CONTRIBUTED.

NATIONAL PROSPERITY.

BY W. P. BORLAND.

It is astonishing to note how readily wage earners accept arguments which have no foundation in fact or reason, concerning their relation with that exceedingly indefinite condition, called "National Prosperity." They are still under the influence of that great fallacy which has been so industriously propagated and fostered for their delusion, namely, that "national prosperity" means prosperity for all the people. The truth of the matter was long ago stated by a French economist, Destutt de Tracy, when he said: "In poor nations the people are comfortable, in rich nations they are generally poor."

Karl Marx gives some characteristic quotations from the old economists which exhibit this condition of "national prosperity" in its true aspect: "The Venetian monk, Ortes, one of the great economic writers of the eighteenth century, regards the antagonism of capitalist production as a general natural law of social wealth. 'In the economy of a nation, advantages and evils always balance one another: the abundance of wealth with some people is always equal to the want of it with others: the great riches of a small number are always accompanied by the absolute privation of the first necessities of life for many others. The wealth of a nation corresponds with its population, and its misery corresponds with its wealth. Diligence in some compels idleness in others. The poor and idle are a necessary consequence of the rich and active.' In a thoroughly brutal way, about ten years after Ortes, the Church of England parson, Townsend, glorified misery as a

necessary condition of wealth. 'Legal constraint (to labor) is attended with too much trouble, violence, and noise * * * whereas hunger is not only a peaceable, silent, unremitted pressure, but as the most natural motive to industry and labor, it calls forth the most powerful exertions.' Everything, therefore, depends upon making hunger permanent among the working class, and for this, according to Townsend, the principle of population, especially active among the poor, provides. 'It seems to be the law of nature that the poor should be to a certain degree improvident, that there may always be some to fulfill the most servile, the most sordid, and the most ignoble offices in the community. The stock of human happiness is thereby much increased, while the more delicate are not only relieved from drudgery, but are left at liberty, without interruption, to pursue those callings which are suited to their various dispositions.' 'The progress of social wealth,' says Storch, 'begets this useful class of society * * * which performs the most wearisome, the vilest, and the most disgusting functions, which takes, in a word, on its shoulders, all that is disagreeable and servile in life, and procures thus for other classes leisure, serenity of mind, and conventional dignity of character.' Storch then asks himself in what really consists the progress of this capitalistic civilization, with its misery and its degradation of the masses, as compared with barbarism. He finds but one answer—security!

'Thanks to the advance of industry and

science,' says Sismondi, 'every laborer can produce every day much more than his consumption requires. But, at the same time, while his labor produces wealth, that wealth would, were he called on to consume it himself, make him less fit for labor.' According to him, 'men would probably prefer to do without all artistic perfection, and all the enjoyments that manufactures procure for us, if it were necessary that all should buy them by constant toil like that of the laborer'

* * * Exertion to-day is separated from its recompense; it is not the same man that first works, and then reposes; but it is because the one works that the other rests. * * * The indefinite multiplication of the productive powers of labor can then only have for result the increase of luxury and enjoyment of the idle rich.'"—Karl Marx, "Capital," Part VII, Chap. XXV, Sec. IV.

Mandeville, an English economist, clearly states the prime condition of national prosperity in the "Fable of the Bees," published in 1728: "It would be easier, where property is well secured, to live without money than without poor; for who would do the work? As they ought to be kept from starving, so they should receive nothing worth saving. If, here and there, one of the lowest class, by uncommon industry and pinching his belly, lifts himself above the condition he was brought up in, nobody ought to hinder him; nay, it is undeniably the wisest course for every person in the society, and for every private family, to be frugal; but it is the interest of all rich nations that the greatest part of the poor should almost never be idle, and yet continually spend what they get. Those that get their living by their daily labor have nothing to stir them up to be serviceable but their wants, which it is prudence to relieve, but folly to cure. The only thing, that can render the laboring man industrious is a moderate quantity of money; for, as too little will, according as his temper is, either dispirit or make him desperate, so too much will make him insolent and lazy. * * * From what has been said it is manifest that, in a free nation, where slaves are not allowed of, the surest wealth consists in a multitude of laborious poor; for, besides that, they are the never-failing nursery of fleets and armies; without them there would be no enjoyment, and no product of any country could be valuable."

Now, let us see how this economic principle, namely, "In a free nation * * * the surest wealth consists in a multitude of laborious poor,"—let us see how this principle is applied to-day. In his last message to Congress December 6, 1892, President Harrison called our attention to the highly prosperous condition of our country at that time.

"I have great satisfaction," said he, "in being able to say that the general conditions affecting the commercial and industrial interests of the United States are in the highest degree favorable. A comparison of the existing conditions with those of the most favored period of the history of the country, will, I believe, show that so high a degree of prosperity and so general a diffusion of the comforts of life were never before enjoyed by our people."

This declaration was supported by statistics drawn from the census reports of 1890, and from the reports of the several executive departments of the government. That the total wealth of the country increased 287 per cent between 1860 and 1890, and the total railway mileage increased 448 per cent during the same period, he considered cause for congratulation. The increase in the value of exports, and the increase in the amount of capital invested in manufacturing plants was also approvingly cited. An increase of 513 per cent in the number of depositors in savings banks between 1860 and 1890 is also pointed to as "another indication of the general prosperity of the country." The president also found what nobody else has been able to find, namely, that there was a per capita increase in wages between 1880 and 1890 of over 41 per cent, or from \$386 to \$547. He obtained these figures by confining his investigations to seventy-five cities of the country. Had he taken in the whole field of labor his figures would have shown that the laborer had gained but 4 per cent on the total product during the ten year period, and this latter figure would, of course, have been too insignificant to properly impress the wage earner with his prosperous condition. In discussing the condition of the farmers, the President was truly eloquent: "There never was a time in our history," said he, "when work was so abundant or when wages were so high, whether measured by the currency in which they are paid or by their power to supply the necessities and comforts of life. It is true that the market prices of cotton and wheat have been low. It is one of the unfavorable incidents of agriculture that the farmer cannot produce upon orders. He must sow and reap in ignorance of the aggregate production of the year, and is peculiarly subject to the depreciation which follows overproduction. But while the fact I have stated is true as to the crops mentioned, the general average of prices has been such as to give to agriculture a fair participation in the general prosperity."

Then follows a statement of the increase in value of farm products since 1860, taking care, of course, not to show what proportion of this in-

creased value had gone into the pockets of the farmers themselves, after which he closed his panegyric on our prosperous conditions in these words: "If any are discontented with their state here; if any believe that wages or prices, the returns for honest toil, are inadequate, they should not fail to remember that there is no other country in the world where the conditions that seem to them hard would not be accepted as highly prosperous. The English agriculturist would be glad to exchange the returns of his labor for those of the American farmer, and the Manchester workmen their wages for those of their fellows at Fall River." This is in the nature of a drop from the sublime to the ridiculous!

Now, when we examine some figures from the census of 1890, showing the manner in which the wealth of the country was distributed at that time, we shall be able to perceive that this exaltation of our prosperity over that of the other nations of the earth, was based exactly on that economic condition before pointed out as constituting the wealth of a nation, "a multitude of laborious poor." Of the 12,690,152 families dealt with by the census report of 1890, 6,623,735, or more than 52 per cent of the whole, were tenant families, while nearly 28 per cent of the remaining families, or 1,696,890, owned subject to a mortgage indebtedness of \$2,132,949,563, or an average debt of \$1,257 for each, which debt bore interest at an average rate of 6.65 per cent. Such was the general aspect of the prosperity of 1890 in this country of illimitable resources and grand opportunities! What was the income of these families, the income out of which fourteen per cent of them must pay a debt of more than two thousand millions on their homes, besides meeting an annual interest charge of \$141,910,106, or an average of \$84 per family, and out of which more than 52 per cent of them must gain homes for themselves in order to maintain themselves in that condition which we have been taught to believe is a distinguishing characteristic of American citizenship? For the answer to this question we may take some figures which were presented by Prof. George B. Waldron in the *March Arena*, as a result of his analysis of the tables of the census of 1890.

According to these figures, nineteen-twentieths of the families—95.06 per cent—are in receipt of incomes of less than \$3,000 per year. Sixty-eight per cent, or more than two-thirds of the families, have less than \$900 per year; while 53.26 per cent, or more than one half of all the families, have less than \$600 per year. And over four million families, or nearly one-third of the whole, must get along on incomes of less than

\$400 a year! Among the upper 5 per cent of the families we have:

FAMILIES.	INCOMES.
455,673.....	\$3,000 to \$8,000
139,718.....	6,000 to 15,000
27,235.....	15,000 to 60,000
4,047.....	60,000 and over

These 626,673 families, or 4.94 per cent of the whole, absorb 4,505 millions of income, or 33.02 per cent of the whole income of the nation, while the remaining 12,063,479 families, or 95.06 per cent, get 9,136 millions. Thus we see that nineteen-twentieths of the families receive only twice as much in the aggregate as does the other twentieth. The 4,047 families to whom is assigned incomes of \$60,000 and over comprise the New York *Tribune's* millionaire list. An aggregate income of 835 millions is assigned to these families. This would make the average income over \$200,000 per family; the highest of these incomes run well up into the millions. After showing the annual consumption of the nation Prof. Waldron sums up, as follows:

"The wealth added during the year is of two kinds—1,196 millions of net increase in values from labor, and 1,372 millions of increase in the value of land, making a total of 2,568 millions. Drawing the line at \$3,000 annual income, how much of this increase goes to the poor and middle families below this line, and how much to the 5 per cent of rich families above the line? The total income of the twelve million families receiving less than \$3,000 a year is placed at 9,136 millions; how much of this is permanently 'saved' to increase the possessions of this class? Remembering that millions are loaded down with interest-bearing debt, that many save for years only to have their savings swallowed up in misfortunes, that more than one-half of the families are struggling along on incomes of less than \$600 a year, that over one and a half million families are trying to pay for mortgaged farms or homes, and that thousands will lose their all in the attempt, that thousands and perhaps millions of families live up to the limit of their incomes and many far beyond, that those who do save rarely succeed in saving more than 10 per cent of their incomes, it is certainly within the bounds of probability to place the permanent savings of the whole class at not more than 5 per cent of their total income, or 457 millions.

"How much of the increased land values goes to this class? It is fair to estimate it in proportion to the real estate they own. Their total holdings of real estate in 1890, including the value of mortgages on their farms or homes, was 12,780 millions of dollars. On this the proportional gain of land values was 456 millions. This,

with the 457 millions of permanent increase from savings, makes a total of some 913 millions added to the holdings of the poor and middle classes during the year. Of the 2,568 millions of total added wealth, this leaves 1,655 millions, or 64.45 per cent, of increase for the rich. Little wonder, then, that the rich are rapidly growing richer, when, but one-twentieth of the families, they are absorbing one-third of the annual income and nearly two-thirds of the annual increase made in the wealth of the nation."

This is the condition of remarkable prosperity which was glorified by the president of the Republic in 1892! It will be noted that it corresponds very exactly with that condition, "a multitude of laborious poor," which has been pointed out as the surest wealth of rich nations. Our prosperity at that time consisted in our approximation to what Mandeville pointed out as "the interest of all rich nations," namely, "that the greatest part of the poor should almost never be idle, and yet continually spend what they get." The working class, while much more steadily employed than they are today, were able to save comparatively little; it took practically all of their earnings to enable them to live and to pay the interest and principal of their debts. The debt resting upon the shoulders of this highly prosperous people(?) in 1890 was something enormous; the most conservative estimate that I have yet seen puts it at 32,000 million dollars. This debt bears interest at an average rate of 6 per cent, and it will thus be seen that this highly prosperous people were burdened with an interest charge alone, in 1890, of 1,920 millions annually. It will be noticed that Prof. Waldron puts the annual net increase in wealth at 2,568 millions. This is for the one year of 1890, and it is much larger than the average of the ten years previous, and certainly considerable larger than for any year since 1890. The net increase of wealth for the ten year period between 1880 and 1890 was 22,000 millions, or an average of 2,200 millions per year. This interest charge rests upon the nineteen-twentieths of the people representing the lower and middle classes. The upper 5 per cent are interest receivers, not interest payers. We have been shown that the total national income in 1890 was 13,641 millions, of which the nineteen-twentieths of the people received 9,136 millions, and the one twentieth, 4,505 millions. We have been shown that, of this 9,136 millions of income, the nineteen-twentieths of the people, after meeting their necessary expenses for food, clothing, shelter, etc., were able to save 913 millions. Out of this saving they must meet the interest and principal of their debts, and we are

confronted with the startling result that, this highly prosperous people were running behind on their interest charge alone more than 1,000 millions annually. Here are the figures:

Interest charge on 96 per cent of the people.....	\$1,920,000,000
Annual savings to meet this charge....	913,000,000
Annual deficit.....	\$1,007,000,000

Thus, this highly prosperous people were running behind in the interest payments on their debts to the extent of more than one billion dollars a year under those exceedingly prosperous conditions of 1890! Small chance here to ever pay the principal of the debt! But the principal is never expected to be paid. The principal is an investment of the upper 5 per cent, calculated to return them their interest incomes as regularly as possible, and keep the 95 per cent in that condition where they shall "almost never be idle yet continually spend what they get." That is the prime condition of "national prosperity." Let us present another aspect of these prosperous conditions:

Annual interest charge 1890.....	\$1,920,000,000
Value of corn crop in 1890.....	\$ 754,000,000
Value of wheat crop in 1890.....	334,000,000
Value of oat crop in 1890.....	222,000,000
Value of rye crop in 1890.....	14,000,000
Value of barley crop in 1890.....	29,000,000
Value of buckwheat in 1890.....	7,000,000
Total of cereal crops.....	1,360,000,000
Deficit.....	560,000,000

Thus it appears that the aggregate value of all our cereal crops came 560 millions short of paying the interest charge on the debt of the nation under those highly prosperous conditions of 1890! And this great mountain of debt was practically all of it fastened upon the people during that highly prosperous period of two and a half decades between the close of our civil war and the year 1890. This was the period of grand development of our national resources, of great industrial activity, of the birth and growth of trusts and millionaires; and all this corresponds exactly with the narrowing of the people's opportunities to gain an independent livelihood, and the hopeless debt slavery of nineteen twentieths of our population. In recommending his measures of contraction shortly after the close of the war, Secretary of the Treasury Hugh McCulloch, stated that the people were practically free from debt, and such was the fact. Then we have this economic paradox: take a single individual who continues to run in debt more and more deeply year after year and there is no question but his condition must be considered as the reverse of prosperous. But take a vast number of individuals in the aggregate, constituting a great nation, and their ability and success in piling up an

enormous debt from year to year, which there is not the remotest prospect that they shall ever be able to pay, seems to constitute the measure of their prosperity. Spite of all this our last state seems to be worse than the first, and we are now asked to let our political pilots bring back those grand, prosperous conditions of 1890.

We are asked to return to power the high tariff and "one dollar just as good as any other dollar" statesmen, in the sacred name of the "national prosperity" of 1890; and it is a fact that many wage earners are yearning for the return of those six year ago conditions, are repeating—like parrots—the arguments of our small calibre statesmen about the prosperity of 1890. Scarcely less, rather more ludicrous, in fact, is the position of those workingmen who are trying to keep step with the free silver and large per capita procession, when we consider the quality of the "prosperity" which is promised them in return for their support. Since the panic of '93 the money reformers have been constantly ringing the changes on the highly prosperous conditions prevailing in silver using countries, and those having a large per capita circulation, such as France, Mexico, India, Japan, etc. The example of France is a standard argument, she being a country with a people and a civilization nearly approximating our own. Time and again have I heard workingmen repeat the stale falsehood: "Look at France! She is a prosperous country because they have plenty of money in circulation over there." One of our leading populist papers recently quoted approvingly the following statement from the *New York Financial Record*:

"The nominal amount of money in circulation in the United States is reported to be about \$21 per person; the amount in actual circulation is less than \$19. It will likely surprise, and may assist in getting some of the dust out of the eyes of those people who have been deceived by the talk of 'sound money,' etc., to learn that France has in circulation more silver alone per person than the people of the United States have of all kinds of money, of gold, silver, legal tender notes and national bank notes. France is prosperous. If the United States had a proportionate circulation, we would likewise flourish. Bimetallism means more money and better times."

"In Coins and Currency," a recently published handbook of finance, I see the coin circulation alone of France is given at 1,500 millions, and she is referred to as "the most prosperous country on the face of the earth." Prosperous for whom? The workingmen of France do not seem to be enjoying an extraordinary degree of prosperity. The prosperity of France consists in the fact that her capitalists have succeeded better than those of other nations in bringing the workers to that

condition where they are almost never idle, yet continually spend what they get. The workers of France are quite fully employed; there are very few poor idlers; but what are the conditions of life for the French worker? How do the best paid French workmen live, even when protected by trade organizations which are much more fully recognized and respected than they are in this country? Let those who desire to know something of the conditions of labor in this "most prosperous country on the face of the earth" procure a copy of the *American Federationist* for the month of April and read the article by Mrs. Valesh, which was written on the ground. They may there find some facts which will tend to disillusionize them concerning the prosperous condition of France.

There is no family life, even for the best paid workmen; both men and women must work incessantly in order to procure for themselves a bare subsistence. All of the necessities are much higher in price than with us, and wages in all occupations are very much lower. Even the best paid workmen scarcely receive wages sufficient to enable them to eat meat oftener than once or twice a week, while the poorest paid must content themselves with a diet of black bread and cheap wine. A meal of worn out horse flesh is a treat; roosters' combs are a delicacy; and there is a good demand for the entrails of animals, the poor hungerlings exercising their ingenuity to fix up such offal in eatable shape, so as to supply their deficiency of animal food. The poorest paid workers are compelled to live in hovels which we would consider scarcely fit for the housing of cattle or swine, and there is absolutely no hope or prospect for them to ever become able to raise themselves out of their inhuman conditions of life. From early childhood to old age they must continue to plod through a weary round of hopeless toil, compelled to subsist on wages which are no more than sufficient to furnish them with the elements of a merely brutal existence. And this is "the most prosperous country on the face of the earth!" This is the sort of prosperity that American workingmen are pointed to as an example to be imitated. Verily, our would-be statesmen build much upon the ignorance of the masses! Mexico is another close example to which we are confidently pointed as embodying all that is desirable from a "national prosperity" point of view. The *Arena* has a special writer now in Mexico for the express purpose of describing from personal observation the advantages accruing to that country by reason of its adherence to the silver standard. This writer is very eloquent in his descriptions of "the great pros-

perity prevailing in Mexico." He tells us about the large amount of United States capital that is flowing into Mexico for investment, "thus aiding in the wonderful development and prosperity now obtaining in that country," but through it all we see no very flattering picture of the condition of wage earners. "The price of labor in Mexico has always been absurdly low." This, we are told, is "owing to the quantity being in excess of the avenues of employment." An admission, by the way, that gives away the whole argument so far as the interest of the wage earners are concerned, when we consider the length of time that Mexico has been doing business on a silver basis. We are, however, consoled by the statement that "the manufactories, railroads, and many other enterprises," which have been attracted to Mexico by the wonderful prosperity prevailing there, "are gradually creating a demand for labor, and slowly but surely raising the price of wages, though they are still very low." We are again told that "Wages of labor have always been low in Mexico, the population being in excess of the demand for labor and the opportunities for its employment, but the dollar not having been enhanced as with us, there has been no reduction of wages as with us, hence no strikes in protest against such cuts. On the contrary, owing to the enterprises opened up and the increasing demand for labor, there has been in certain sections and in certain employments a decided rise in wages. Still the laborer having been accustomed all his life to live very cheaply and his wants in so mild a climate being very few, wages are still much lower than with us."

Here is the whole law of wages in a nutshell; an unconscious statement of the whole case for the wage earners. Wherever the present system of exploitation exists, quite independently, of monetary systems, wages will always be determined by the least upon which the laborer will consent to live. It is so in France, it is so in Mexico, it is so in the United States, it is so all over the world; and the only reason why wages in this country have ruled somewhat higher in the past than they have in other countries is because American workingmen have refused to live for less. But conditions have been brought about which are rapidly forcing them to a lower standard, and they will find that they must eventually conform to it, just as the wage earners of other countries have had to do, spite of any financial policy which may be inaugurated. Those who know something of the conditions of labor in Mexico can readily understand why there has been no reduction in wages there; there could be no reduction without forcing the mass of the laborers out of existence. The institution of Peonage regulates the general rate of wages in Mexico. We are told by this *Arena* writer that "the Peons are not slaves, nor attached to the soil, but their wages not being more than sufficient to support them and their families, and having strong local attachment, they generally remain from generation to generation in the employ of the same hacienda." This statement is misleading, to say the least. Peonage is the most hopeless form of slavery; namely, debt slavery. It preserves the forms of freedom, but the hopeless peon is virtually the legal property of his employer until his debt is paid; not himself alone, but his whole family and his near relations may be legally forced to work for the one to whom the debt is due, at the wages he offers, until the debt is paid. The debts are an inheritance in the peon's family. They are handed down from father to son and from mother to daughter, and it is this which constitutes the peon's "strong local attachments." Being in debt to his employer, and being compelled to work for wages fixed by his employer,—just enough to support life—he is legally a slave, he and his sons, and his son's sons, for evermore. We are lately being regaled with stories of the wonderful prosperity in Japan, and it is predicted that unless we restore silver she will beat us in the markets of the world and destroy our industries with her cheap labor, but I will say nothing concerning those eastern countries at this time. "National prosperity" is a condition where the opportunities for capitalists to exploit laborers are numerous, and where the poor are almost never idle, yet continually spend what they get.



ONLY A BRAKEMAN'S WIFE.

BY MRS. J. A. WHEELER, BOONE, IOWA.

"When her husband gets to be a conductor I intend to call on her, if she lives in my neighborhood, but just now I have my own position in society to hold, both for myself and my daughter, and so I feel it my duty to her to go only in such society as I wish her to become accustomed to."

So spoke Mrs. Markland, wife of Passenger Conductor Markland. She had forgotten that once her husband was "only a brakeman."

Mrs. Markland had a daughter, a beautiful girl of eighteen, with eyes as black as night, and hair glossy as the raven's wing.

Nellie Markland was much loved by all her acquaintances, and it mattered not to her whether they were rich or poor, a conductor's daughter or the daughter of a brakeman, it was all the same. Her mother was constantly reproving her for not being more reserved in choosing her friends.

"You will be sure to end by marrying beneath you in social position, in spite of all my care," her mother would exclaim, when Nellie would bring home some new acquaintance, and introduce her to her mother as the daughter of so and so, a brakeman from some other road, who had come to the city to seek employment.

"Never mind, mamma, I will soon lift him up to my own station in society, if he happens to be only a brakeman, and he will be a conductor some day."

Then Mrs. Markland would sigh, and say to herself:

"How like her father Nellie is. I just can't get him to go into society, unless it is a union meeting of all the orders of railway men."

On the day upon which my story opens, Mrs. Markland was entertaining a lady friend who had called, and the name of Mrs. Harney, a new neighbor who had just moved into Mrs. Markland's neighborhood, was mentioned.

Mrs. Harney was the wife of a brakeman, Dan Harney, a fearless fellow, much loved and respected among railroad men for his bravery and good nature. At that time he was braking for George Markland, on the overland limited.

Mr. Markland had often asked his wife, during the last month, when she was going to call on their new neighbor, but Mrs. Markland, knowing it would not do to tell her big-hearted husband that she did not intend to call, because Dan Harney was only a brakeman, made some excuse or other, and promised to call some day soon, but to her

friend, Mrs. Martin, the wife of a prominent lawyer, Mrs. Markland did not hesitate to give her true reason for not calling.

"One must draw the line somewhere," she said. "George would like for me to call on the wife of every railroad man in the city, but it is impossible. There are some whom it would be downright suicide, socially speaking, to know."

"There is that fireman, Wallace, for instance. His wife actually takes in washing. She does our washing, since her husband got his foot hurt in that wreck at C—. She has had to almost support the family. One can't be on visiting terms with one's washwoman, you know."

"Oh, certainly not," said her friend.

"Then there is another family, the Watsons. He was once a passenger conductor, out in Denver, but was discharged for something, came here and secured a job braking. They are nice enough people, but they have a son a little older than my daughter, who is a freight brakeman. If I should become intimate with them, who knows what might happen. Young Watson might take it into his head to want to marry Nellie, and of course I could not consent to such a union."

"Of course not," again assented her friend.

One evening, not long after the above conversation took place, George Markland sat smoking his pipe, as was his habit before retiring. "Wife," he said suddenly, after sitting silently smoking for some time:

"Wife, I have had a sudden surprise to-day."

"What was it?" asked his wife.

"I have suddenly awakened to the fact that our Nellie is no longer a child."

"Well, and who has been able to convince you of so startling a fact?"

"Tom Watson," said Markland.

"Tom Watson!" said Mrs. Markland, in surprise.

"Yes; Tom Watson. You see it was like this. Tom came to me out at the other end of the road, after dinner. He asked me if he might have a few moments of conversation with me, and after inviting him to my room at the hotel, he asked me if I would consent for him to visit Nellie, and try to win her for his wife."

"George Markland!" almost shrieked his wife, "you surely did not encourage him; you never consented?"

"But I did, though. Why, what is the mat-

ter?" for Mrs. Markland had thrown herself down on a couch, and was sobbing hysterically.

"Oh, how could you do it? You knew I wanted Nellie to make a better match than to be the wife of a brakeman."

George Markland jumped to his feet at these words.

"Rose Markland, I am surprised at you; never let me hear such a speech from you again," he said, sternly. "I was once only a brakeman. If a brakeman was good enough to be the husband of her mother, a brakeman is good enough for my daughter. I would ask for no better a husband for my daughter than brave Tom Watson."

Mrs. Markland knew she dared not oppose her husband's wishes, kind husband although he always was, for when he knew he was doing right, heaven and earth might oppose, but they could not win him to another course. But she secretly resolved to send Nellie away to her aunt for a visit, immediately.

"Well, you need not be cross about it," she said to her husband; "of course he is all right, if you say so, but I did so much want Nellie to marry a rich man."

"Well, she is not married yet, and I hope won't be for five years to come," said Mr. Markland, "but she shall marry whom she pleases."

Soon honest George Markland was sleeping soundly, as only a tired railroad man can. He had to get up at two in the morning to take his train out, and it seemed as though he had only just fallen asleep, when rap, rap, rap, came the call of the night call boy, on the window of his bedroom.

"Yes; all right," he answered, half asleep. "All aboard."

"Are you awake?" asked the caller.

For answer, George shouted, "Shut that switch!"

"Say, are you awake?" repeated the caller.

"Get out on top there, and set those brakes! Don't you see we are coming into town," shouted Markland, who was dreaming that he was back on freight once more.

Rap, rap, rap, louder than before, came the noise on the window.

"Yes; all right, Charlie; I'll be there. Is she on time?" said George Markland, at last fully awake.

"Yes; you have only just time to get there."

"All right; tell them I'm coming."

And the boy was gone to call some other sleepy man to leave his comfortable bed and go out into the dark night, with his train.

Markland arose, dressed, and was soon at the office, where he got his orders, and when the

overland limited came in he was ready to replace the conductor who brought her in.

On, on, out into the dark night the train, loaded with its human freight, thundered over the road. Round the curves she whirled like a meteor. The light in her windows shone through the blackness of the night, making the train look like some monster fiery dragon, as she whirled on over the road. Now she has come to a grade; her load is a heavy one, to-night. Up she goes, puffing like some living thing, as she strives to climb the hill. Puff, puff, goes the engine; then puff, puff, puff, like a dying man, gasping for breath, as the wheels slip and slide. The engineer gives her more sand, and then, at last, she has climbed to the top of the grade. Now, for a while, the road is level, and she goes on quite easily. Now they enter a cutting. High on either side the banks tower above the train; huge rocks hang over the track, looking as if they might at any moment fall and crush all beneath; but she passes in safety. Now she enters a dark forest, and the passenger, looking out of the window, cannot help thinking that this would be just the place for train robbers to hold up the train. It has begun to rain, and flash after flash of lightning lights up the sky, and peel after peel of thunder seems to fairly jar the moving train, causing the windows to rattle. The train flies on, passing the small stations, in her hurry to get to the end of her journey.

Suddenly around the curve yonder flashes the headlight of an approaching train.

A freight is coming, and down grade, too. Almost at the same moment the engineers of both engines whistle for down brakes. The passenger, which is just entering the grade, is stopped without trouble, and quickly reversed, but the freight coming down hill with all speed, cannot be stopped in time. A collision is inevitable.

On comes the freight train, and the engineer of the passenger train, hoping to get out of the way and save the lives of the hundreds of men and women who to-night have been placed under his care, reverses the engine, and shouts to the fireman "More coal, John, make her hot," and puts on every pound of steam she can carry.

Will they escape?

As the fireman put on more coal, he looked at the coming train. "It's no use. Save yourself while you can," said he, and jumped from the engine. The engineer, seeing at a glance that they would surely strike, followed his example.

The two men had hardly touched the ground when crash!—and the freight had struck the engine of the fleeing train.

The engineer and fireman of the freight train

had also resolved to save their lives by jumping, but not so, brave Tom Watson, the head brakeman.

When the call for brakes was given, Tom was on top as soon as he could get there, setting the brakes to stop the train if possible. The train was a long one, and Tom ran from car to car, setting the brakes as tight as he could, then on to the next car.

The rain poured down, wetting him through, and the lightning flashed in his eyes, almost blinding him, as he ran over the top of the train. Then, as a peel of thunder louder than the rest seemed to jar the very earth, Tom saw that they would surely collide, and he shut his eyes and grasped a brake-wheel, giving it a final twist, and the next thing he knew he was being whirled from the top of a box car through the darkness, where, he knew not.

When, after the excitement was in a measure somewhat quieted down, the men began to look for the missing brakeman, they found him insensible. Tenderly the men picked him up, thinking he was dead. At last, when he had been taken into the waycar, and his head had been bathed in water, he opened his eyes. The men stood anxiously waiting for signs of life, and when they saw the dark eyes open, they asked, eagerly:

"Are you hurt, old boy? That was a close call."

"No; only my head, I think," he answered, "but is anyone else hurt? Did they strike hard? I set every brake I could before I was thrown off."

"No; there was no one hurt, only shook up pretty hard, that was all; but only for you, many might be dead. You saved their lives by sticking to your post," answered the men.

"I only did my duty," said Tom.

"Where is he? Where is Tom?" said a voice at the door, as George Markland pushed his way through the crowd.

"Here he is, all right; only got his head bumped, that is all," shouted the men, glad that the brave fellow had not lost his life by his bravery.

"Tom, old boy," said Markland, clasping the hand of the brave man, "you saved us; only for you we would all be lying in a pile down there in the ditch."

"I only did my duty as a brakeman," again repeated Tom.

"Your duty. Yes, but you did more than your duty. You almost sacrificed your life for those of my train."

"If I have saved the life of Nellie's father it is

enough for me," said Tom, in a low voice, to Markland.

"Nellie shall know of your bravery," said Markland, "and if she does not love you she deserves to be an old maid."

Soon the trains were once more ready to go on their way. The freight train had not struck hard enough to completely disable their engines, so she backed slowly into the town she had left only a few moments before, and after her came the passenger train, with her load of frightened passengers.

Slowly they labored up the hill, down which the freight train had so lately come with so much speed.

At last the station is reached, and the freight train is side tracked and the passenger train goes on.

When the freight crew reached home, they each received notice to appear at the office.

It was learned, upon investigation, that the operator had read the train dispatcher's orders wrong, and instead of writing the orders to meet at Hamilton, where they should have met the passenger train, he wrote the name of the next station, which was Mapleton.

During the trial, Tom Watson again showed his noble disposition, by shielding his brother trainmen, when the superintendent censured them for not sticking to their posts when the lives of so many were in danger.

"Why," they were asked, "could not you have remained on the train, when Watson, it seems, remained on the top, setting brakes as fast as he could, until he was thrown off by the force of the shock?"

Then Tom stepped forward and said, quietly, but firmly, "The men are each and all as brave a set of men as you have on your division. They did their duty to the company as long as they knew that remaining on the train was of any use, then when they knew that a collision was inevitable, they did their duty to their families, and saved themselves by jumping."

The superintendent looked at the men's faces. He knew Tom had spoken the truth. There was nothing but honest bravery written on those faces.

"You are a noble fellow, Watson. I will see that you are remembered for last night's work."

Then the men filed out of the office.

The morning papers were full of the account of what was almost a terrible wreck. As Nellie Markland read the account, her heart thrilled with admiration for brave Tom Watson. She has long admired the stalwart young giant, and now she takes the paper to her mother, saying:

"Look, mamma; have you read the account of the accident which happened last night? Only for the head brakeman, Tom Watson, papa would now perhaps be dead, and perhaps a great many more."

"Yes, I read it, but I was told of the matter long before the paper came out. They sent a message from the office to assure me that your father was not hurt."

"Mr. Watson is a brave fellow; mamma, you ought to go and thank him for what he did."

"I am not acquainted with the Watsons," said Mrs. Markland.

"Oh, but I am, mamma; his sister is quite a friend of mine."

"Are you acquainted with the brother, too? The one mentioned in the paper, I mean."

Nellie looked down with a blush. "Yes, mamma." Then looking up, she continued. "And mamma, he is just a splendid fellow. He is a great big, broad-shouldered fellow, with fair hair and the kindest blue eyes, and the sweetest moustache, and he has the most pleasant smile for everyone. O, he is just grand."

"And do you know that he has done you the honor of asking your father's permission to visit you, and if possible win you for his wife?"

"No, mamma,—that is, he—I—well it was just

this way," said Nellie, in a confused way,

"Never mind the explanation, Nellie. Here he comes to speak for himself," said her mother, as the manly form of Tom Watson was seen coming up the walk.

Nellie put her arms around her mother's neck and kissed her as she said:

"Isn't he splendid, mamma, and I do love him so much. He is only a brakeman, but such bravery as he possesses is sure to be recognized, and when his turn comes he will be promoted."

* * * * *

When the spring birds were singing in the tree tops the year following, there was a quiet wedding in the M. E. Church of that city. After the ceremony was over, in the presence of the many railroad men who had come to witness the happiness of their favorite, the superintendent placed in the hands of Tom Watson a package, which, on being opened, revealed a roll of bills.

"A wedding present from the company, Mr. Watson," he said, "and we wish you continued prosperity and a long and happy life."

"He is bound to succeed," said one man. "He will be wearing gold buttons and punching tickets on the varnished cars when we are looking for a job somewhere else."

CHRISTIAN ETHICS AND THE LABOR PROBLEM.

BY W. H. STUART.

[Concluded.]

Of late years we are confronted with a new phase of economic evolution. I refer to the formation of "trusts," "combines" and "syndicates," which under the command and direction of coal "barons," "lords" of industry, and railroad "kings," have established an industrial feudalism that is fast reducing the wage earner to a condition of serfdom little better, as far as real freedom of contract is concerned, than the relation of the medieval serf to the lord of the manor. The recent Pullman strike; the power of the Railroad Managers' Association of Chicago; the numerous futile efforts of railroad employes, of coal miners, of factory operatives, and other bodies of workmen to improve their condition, are only too apparent illustrations of the enormous power possessed by concentrated wealth to crush labor. In addition to this, we are confronted with the problem of a continually increasing army of unemployed, for whom, under the capitalist system of production, no work can be found. This army is

formed, for the most part, by men whose labor has become unnecessary through the introduction of labor saving, or to speak more correctly, of labor displacing machinery. Not a week passes, but the newspapers record the introduction of machines that will displace laborers. The cotton picker, which when fully introduced will displace 20,000 men; the glass polishing machine that will displace thousands of skilled glass polishers; the machine for unloading coal cars, that does in three minutes what it required twenty men some hours to do formerly; the type setting machines, that have already displaced 5,000 skilled printers, although only partially introduced. The department store, that is closing up thousands of the small retail stores, and sending the proprietors to join in the fierce strife with other laborers for a living, or to join the army of tramps displaced by machinery. Workmen are accused of want of thrift, and of extravagance and bad management. But consider, the census report shows that the

average wage of the American workman is \$340 per year. How much thrift will avail to enable the wage earner to maintain a humane and wholesome existence on this sum? How much time, or inclination, or spirit, will he have to cultivate the graces and refinements of a higher life, spiritually or morally?

Think of the 100,000 women of New York City, whose weekly wage does not exceed \$4.00. How are they to live honest and pure lives on such a miserable pittance? Think of the hundreds of thousands of young children who work in factories in manufacturing centers, who ought to be at school or playing. Think of the thousands of little bootblacks, of the hundreds of thousands of unfortunate little fellows, yes, and girls also, who are forced to sell papers for a living, instead of being at school. Is this a christian civilization? Does the existence of such an industrial system conform to, and give expression to the ethics of Christ? Have we really improved over the old system of cannibalism in which we devoured our brother bodily? How is it possible for anyone with the faintest conception of christian ethics; or of that passionate love for humanity displayed by Christ in all his teachings; and nine tenths of his teachings relate to the duties of men toward each other in the world; how, I say, can anyone calling himself a christian hold aloof from a movement intended to bring about a better state of society, where the precepts of Christ may be practiced without leading you, as Mr. Wanamaker said it would, into the hands of the sheriff. Think of a christian who would characterize one who desired to bring about a better state of society and a nobler manhood as "an anarchist," "a traitor to his country," and whose teachings were "dangerous to society." I can imagine a good man who grieves at the wickedness of society, but who shakes his head sadly when the plan for a better organization of society is presented, but surely none but those with a depraved heart can scoff at the efforts of noble men, who, like Dr. Herron, are devoting their lives to an effort to bring about a state of society in which it would be possible to put the teachings of Christ into practice.

The church must wake up, if it expects to keep its hold on humanity. It taught and defended the doctrine of the divine right of kings. It bitterly denounced the tendency towards equality of political rights; it denounced usury for seventeen centuries, and then basely succumbed when the capitalist system arose and flourished upon the robbery of labor under the guise of interest and rent. In its early and purer days it defended the slave from inhuman masters, while, in its later and

more degenerate days, it defended African slavery, both in Europe and America. Indeed, an orthodox clergyman in a christian conference a year ago at Boulder, Colorado, declared that "a hiring ministry had prolonged" slavery in this country." And the church now, when not merely indifferent, is defending wage-slaving. There are, of course, noble exceptions, and their numbers are increasing; but the church, as a body, is either indifferent or actively hostile to the new crusade in the interest of a better civilization. They are defending the ethics of an industrial system, that atheists, infidels and agnostics repudiate and denounce.

If the present system is overturned, and a better one substituted, without the aid of the christian church, or against their active opposition, will it not be difficult to make people accept their claim that the church is divinely guided? It must cease to be the receiver of stolen goods, and cease to sing doxologies when an industrial pirate divides his ill gotten gains with it. We read of Italian banditti, who, before starting out on an expedition of rapine and perhaps murder, devoutly implore the aid of their patron saint, promising, if their expedition should be successful to reward the saint with a share of the spoil. But those people were ignorant and superstitious. It does them an injustice to compare them with a body of christian ministers, all educated and cultured men, but who, when a modern industrial bandit placed in their hands part of the results of a raid on society, returned thanks for the gift, to God, with fervor!

But, I must draw this paper to a close. And now, the remedy. We have seen that the inequalities in the distribution of wealth are due to the competitive system of industry. Under this system all valuable land and the modern tools and processes for the production of wealth naturally and inevitably gravitate into the possession of a small minority of society. Having control of the means of production, they are enabled by the exactions of rent, interest and profits, to absorb all wealth over the amount necessary to maintain the average standard of living.

Capital is, of course, an important factor in the production of wealth, and we hear a great deal of the conflict between capital and labor, and the proper share that capital should receive for its aid in production. But there is no conflict between capital and labor, nor is capital entitled to any share in the product. Capital is inert, dead, it produces nothing. Labor is alive, active, and produces all wealth, including capital. There is a conflict between *capitalists* and *laborers*, and the conflict is irrepressible, and will never end until the capitalist is entirely eliminated from our

industrial system. *Capital* is necessary, but *capitalists* are not; a capitalist, as such, produces nothing. His capital, for which he claims wages, in the shape of interest, is a social product. It is the result of minute subdivision of labor, and co-operation in production. The means and instruments by which this wealth is produced are either the gift of the Creator, or of nature, and the result of the increase of knowledge in science, in natural laws, in the inventive genius of man for hundreds and thousands of years. In improvements in government, in religion, in morals, in intelligence. In those things we are joint heirs. And they should be used to advance the general welfare, and lead the human race to grander and nobler ideals and attainments. To assume that the Creator intended that a few in each generation should be able to reap all the benefit of thousands of years of progress and civilization, while the great mass of the people should remain forever in bondage, in ignorance, in degradation and poverty, is the worst kind of atheism. Better deny the existence of a God, than ascribe such monstrous intentions to Him. Capitalists are no more necessary for the production of capital than landowners are for the existence of land. With the modern means for the production of wealth, poverty is a crime against society, for which you and I, if we do not protest vigorously, must be held responsible. With the present means of production, if all, who are able, were employed three or four hours daily, we could produce in abundance all the necessities for a humane and wholesome existence. Under such an industrial system, with the fear of want forever removed; with the wants of a material existence so easily supplied; with ample leisure to cultivate all the graces and adornments of a nobler manhood and womanhood; to what undreamed of heights of moral, spiritual and intellectual attainments might we not reach? Surely this is a noble and elevated ideal to aspire to. Is it not worth the effort? We will reach it, notwithstanding who opposes it. It is coming as the result of economic evolution that can no more be stopped than can the movement of the tides. But we can help it on, and hasten its coming, and joy in the fact that we helped, though ever so humbly.

The weakness of the old political economy consisted in its assumption of the permanency of the existing social order. Adam Smith based the incentive for all human exertion on individual and personal selfishness, while to Ricardo, the private ownership of land and the existence of the wage system seemed to be a part of the "divine order" of things, the result of "natural laws," against which it were as impious as it were useless to pro-

test. But the new political economy boldly proclaims that the goal of all social effort can only be reached when equality of opportunity is fully shared in by every citizen. But, by equality of opportunity is not meant mere individual access to natural resources, as certain shallow individualistic schools teach. Equality of opportunity means far more than to give to the individual free access on equalized terms to the farm, the forest, or the mine. For in the presence of nature's giant forces, and the absence of the modern wealth compelling forces that are necessary to properly utilize them, the individual, with all his energy and ingenuity, stands almost helpless. No, equality of opportunity lies in his admission upon equal terms, as a member of organized society, to all the forces and factors which a thousand years of organized society have made potent in our contest with nature. To ask men to work out their industrial salvation alone and single handed, is to invite certain defeat. The great tendency of the times towards combination, concentration and association is the plain manifestation of a natural law. To resist or oppose it is utterly vain. Rather let us seek to place ourselves in harmony with the laws that are evidently working toward the realization of a better and higher social organization of society. To the old political economists the realization of the ethical teachings of Christ in this world, and among men actively engaged in the struggle for existence, seemed Utopian. The ethics of Christ was to them merely a noble ideal toward which we might aspire, but could never hope to realize. But the new political economy, and many of its greatest leaders, were and are non-Christians, proclaim that, under a better and juster industrial organization of society, the ethics of Christ can be put into practice. It declares that the injunctions—"by the sweat of thy brow thou shalt earn thy daily bread"; "that if a man will not work, neither shall he eat," is the basis of the new political economy in which there is no more than in the teachings of Christ, room for those who get their daily bread through the sweat of the brows of their helpless brethren.

The present system of wage labor can no more be regarded as representing finality in the relations of man to man in the production of wealth, than were the systems of slavery and serfdom. Wage slavery and the competitive system of industry was a necessary and inevitable step in the evolution of society. But it is now rapidly passing away, to give place to the last, greatest and highest order of society, the age of co operation, of human brotherhood. "All ye are brethren," is the watchword of the new order. Co-operation is the embodiment in our common life of the

spirit and teachings of Christ as to the relations that should exist among men, as members of a common brotherhood. "Bear ye one another's burdens," is not only good scripture, it is sound political economy. For it is coming to be seen that the welfare of each, in a very fatal sense, depends upon the welfare of all. The soul of a new order is struggling to be born into our common life. A new social order in which all that is best in human nature, its highest aspirations, its noblest ideals, may find adequate expression. An order under which it will be possible to carry out literally the injunction of the Great Teacher: "Take ye no thought for the morrow," if by "thought" we mean worry, anxiety, uncertainty, as to the future, with regard to our material wants. For under a system of industrial co-operation, of fraternal association in production, the wants of every member of society would be easily supplied. This expectation is not Utopian but rational, not visionary but practical, not anarchic but orderly, not competitive but fraternal. Surely no Christian can hold himself aloof, or regard with indifference, the progress and success of such a movement.

The competitive system, has about run its course; its mission—and it had a mission—is nearly fulfilled. It is giving way to the next evolution in economic systems. The co operative industrial system. The realization of the ethical teachings of Christ; the brotherhood of man. With its attainment we will have a thousand other problems to solve, but the labor problem will be solved forever.

In conclusion, let those of us who advocate the

system of society thus imperfectly outlined, be not misunderstood. We make no war on individuals who have acquired wealth by carrying to a logical conclusion the false principles upon which our industrial system rests. But we oppose the system that makes it possible to accumulate unearned wealth; we denounce a system that favors the survival of the unfittest, humorously speaking. The brutal law of the survival of the fittest—to fight, is a law applicable only to the beasts that are denied reason. It should find no place in the ethics of humanity. Nor do we urge the adoption of hasty and illconsidered changes. We have already made considerable progress toward the co operative system. Our system of education, our postal system, our national light houses, our public roads, libraries, parks, and municipal ownership of light, gas and water utilities, and, in other countries, common ownership of railroads, telephone and telegraph lines, and street railway transportation, are all in the direction of co-operation. We have only to keep extending this movement as fast as public opinion is educated up to the justice and expediency of it, until all competitive industry is abolished; until we have substituted public capital for private capital; until all industry is carried on in the interest of all the people, instead of, as now, in the interest of only a few of them; until, in fact, we have carried democracy to its logical conclusion; for political freedom under economic bondage is the merest sham and delusion. Then, and then only, will we have made it possible to put into practice the ethical teachings of Jesus Christ; then, and not till then, will we have solved the labor problem.

THE INVENTIVE FACULTY.

BY JOSE GROS.

The Arena for May, contains a short, but very interesting, symposium, between two able and estimable ladies, about that all-important social problem of ours: How to distribute wealth on principles of equity. The two agree on the fact that equity in land distribution is indispensable, to begin with. Neither of them claims that to be the ultimatum in human progress. The difference between them is as follows: The one considers that equity in land distribution through land values taxation would give us an immense relief from all our present industrial troubles, and open the door for any other reforms that were found needed yet, with which to totally normalize social conditions. The other lady appears to be afraid that the only thing to be accomplished by land-

values taxation, is to make free competition possible, as under primitive conditions, and so through hard labor and poor results. Her final conclusion is as follows: "Free competition could only be regained by giving up the great inventions which offer the human race leisure and freedom from the strife and slumps of the present, and going back to the primitive methods."

The writer is old enough to have vivid recollections about life under primitive methods, and without the action of any modern inventions. He has never seen free competition on either side of the Atlantic. What he has seen, on both sides, under primitive methods, is a far more peaceful and more enjoyable life than to-day; that is, less cut-throat competition than to-day. We may be

able to give full data on the subject in a future article. The object of this one lies in some other direction. It is so easy to compare the past with the present, when we have forgotten all about the past, or are too young to have seen any past to speak of. That is, it is so easy to refer to any previous condition, and make some big mistake about it. We live so much on the present, and feel so little inclined to admire anything of the past. Then, in connection with this matter of free competition, history gives us plenty of data to show that men on earth have never seen free competition, it being utterly impossible, as long as land is subject to absolute sales, in any quantity, as it always has been.

Suppose we try to carefully study if the fears above indicated rest upon any logical foundation, that is to say, if inventions are bound to perpetuate monopoly unless we resort to the paternalistic schemes of our friends, the socialists. We often speak of natural monopolies, although we know that there is not a single monopoly in nature. We then mean natural, among men, when they see fit to lay aside the order of nature, in some peculiar activity of their own, just as it is natural for men to do any thing wrong when they lay aside their power to do what is right. What applies to men as mere individuals, applies to nations, just as well. Modern civilization has assumed that the inventive faculty needs to be encouraged, because otherwise, nature, or God, will forget to send to men the faculty to invent and improve their methods of production, and they shall remain, for all time to come, in a condition of mental paralysis. All because the government does not give to inventors the power to become rich at the expense of their fellow men. Society then tries to ratify the mistakes of God, or nature, by appealing to the selfish, predatory instincts of men, through what we call patent laws. And so poor humanity expects to improve, and advance, and evolve, and progress and realize divine ideals by developing the demon with men, their greed, the power to rapidly accumulate wealth regardless of all principles of justice! If we try to trust the natural nobility of men, to their best tendencies and impulses, then all progress shall stop, and we shall revert into savagism, or something like it. Is there anything flattering to God, or to nature, or to men, in any of the above considerations? Of course not.

Patent laws, laws of privilege, laws of monopoly, laws of banditism, laws of robbery and crime necessary for human happiness, and manhood, and joy—and they all indispensable to make up for deficiencies in the laws of God or nature! Meditate upon the absurdity of that conception,

the corner stone of that brilliant civilization of ours. It presupposes the existence of a mean, stingy nature or God, manufacturing mean, stingy men by the million, century after century, with no capacity or inclination to devise means with which to perform in one hour the labor of two, three or five; with no desire and no stimulus to excel over each other in any line of action conducive to general improvement, unless that improvement can breed poverty by wholesale at the bottom of the social pit, and fabulous wealth among the few at the top, including in the latter, those who invent something good? Oh, no; only those who are already wealthy enough to control and monopolize the good results of any invention, those who can give employment to hundreds or thousands of the men we have previously disinherited from the natural resources God means all should have, as children of the same Father, the Creator of all natural forces and elements, land included.

Don't you see, then, that patent laws are nothing but the superstructure of land monopoly laws; the laws we have always made on the beautiful idea that most men shall forever be too stupid to employ themselves, and need to have a master or boss, who may handle his brethren like cattle? Don't you notice that without land monopoly, by which we enrich the few at the expense of the many, and have, for long centuries, that without such a vile, unnatural human contrivance, unnatural in the sense of its being against the order of nature or God, don't you feel in your bones that without the land monopoly in question, patent laws would negative themselves? Yes, they would become useless and of no effect, whatsoever, because none of us big, smart fellows could command the labor of many men, when, logically enough, we could not control any line of production, could not control any markets, could not fix prices, could not strangle competition, the free, healthy and ethical one we never had, and could not establish the infernal competition we are having, and has always been in force among civilized men, even if not quite as bad as to-day.

Notice again, in corroboration of the above, that those enriched by patents are not those who make the inventions, unless they are already rich enough to control quantities of human beings through that magnificent wage slavery of ours, by which we condemn most men to live on one-third or less of what they need and should have, with land monopoly out of the way, and would have it with less labor than now, and more dignified labor than the one under which we force most people to work, in spite of all our progress and improvements. If the inventor is not already a

rich man, he cannot even begin to face the law suits he encounters from men who, having heard of such an invention, have filed their claims before the real inventor had been able to do it, on account of the very expenses and time and influence that the step in itself involves. Don't you know that our whole social status has always been made as hard as possible for those with limited means, scanty influence, etc.? And don't you realize that laws resting on injustice can never operate but unjustly, because like begets like?

No law of privilege can ever produce any good results, generally speaking. They are not made for that. They are concocted by the few, and so in favor of the few. They are baked in the oven of human greed. They ignore the spirit of equal justice and equal rights. They stand for the survival of the fittest, of the shrewdest and most cunning of the lot. They assume that the few have to take care of the rest through this or that process of kindness, charity, etc., and mean to be well paid for the job, the few in question, and thus they repudiate all conceptions of a real brotherhood on this side of the grave.

Now, and before we try to formulate some reasonable conclusions on the whole subject, we should see if there is any real foundation for the supposition, often made by socialists, that, before modern inventions, humanity was condemned to a life of eternal poverty and hard work. That would imply that God commenced to be a real Father about fifty years ago, since, before that, He failed to provide for His children on earth. Yet, we know that twenty-two centuries ago the old Greeks developed a far healthier and happier race than any to-day alive anywhere. And the Greeks form but one among many similar examples of the self-sufficiency of humanity for a healthy development as soon as men want to but avoid all extreme deviations from or disobediences against God's laws in nature, and against the principles of eternal justice. Make

only a rough calculation of what men have used and destroyed in the wars of the last two thousand years, apply that to production with the simplest tools, suppress but 50 per cent injustice because of less monopoly in production, and you will find that the per capita wealth for all nations would be ten times, at least, as large as to-day in the United States, which would make poverty anywhere totally impossible, and that principally because of a wealth distribution only a little less criminal than ours to-day.

Now let us go for some logical conclusions. What we call The Single Tax, or Land-Values Taxation, the latter phrase being more specific, is but an indication of the precise method with which to establish "*The Law of Equal Rights*" among men. That would mean the cancellation of all laws of privilege, and so that of all patent laws, and hence, that of any contrivance interfering with the free competition we never had, and can only come through laws of righteousness suppressing monopoly in all forms. We would then have *Real Freedom*, or what Mr. George says in *Progress and Poverty*, under the following sentence: "*Liberty means Justice, and Justice is the natural law—the law of health, and symmetry, and strength, of Fraternity and Co-operation.*"

That freedom or liberty, that justice or equity, would apply even to the inventive faculty, when we would not veto God's power of sending to fifty, to one hundred, to one thousand men, in any week, or month, or year, the same identical inspiration about this or that specific invention, as our idiotic patent laws do veto such power of God. Hence, they contribute their full share in the general demoralization of the race. Under laws of real freedom and equal rights we would have just as many inventors as blackberries, in the season, or any other good natural product, when human legislation does not try to improve the laws of God in nature.



BANK CREDITS.

BY EDWARD J. SHRIVER.

It is now several months since I last crossed swords with Mr. Borland on the perennial money question, and in fact I had resolved to hold my peace, as I am fully aware how tiresome a protracted discussion between two people will become to unprotected readers, interesting though it may be to the disputants. But his article in the *MAY CONDUCTOR* seems to me to take so distorted a view of the banking function in exchange that I cannot resist challenging it. He says in one place: "Ninety-five per cent of business is performed by means of credit devices, furnished by the bankers. These devices, technically called 'paper,' all bear interest and are all absolutely under the control of the banks, to be extended or withheld, as the bankers see fit." Now, here is a confusion of ideas which is fatal to the rest of his argument. The "paper" which bears interest is one form or another of promissory note; and these are never the means of transferring title—in other words, of performing exchanges—but only agreements to transfer title at some future time. The documents which do transfer title and which constitute the "ninety five per cent" to which he has reference, are usually in the form known as cheques, though precisely a similar transfer of title is effected through that rudimentary banker, the country storekeeper, by a mere book entry and without the use of any separate piece of paper on which to give the order for transfer. The degree to which promissory notes may be issued, is to a great extent, though not absolutely, within the control of bankers. The issuance of checks is limited in number only by the depositor's will, and in amount by the amount of wealth which he has acquired or which perhaps is only passing through his hands.

The great thing for a right understanding of this, is to clearly separate in one's mind the banking function of deposit from that of discount. The two are usually combined in one person or corporation only, because bankers have found that the readiest way of getting people to pay them for the service of keeping books for the community is to use the funds deposited with them in making loans. But they do not necessarily belong to one another, and in fact the largest bankers, as J. P. Morgan & Co., or Brown Bros. & Co., do not make it any part of their business to take deposits at all; while the money order department of the postoffice is a clumsy ex-

ample of a banker of deposit, solely. The very condition which Mr. Borland describes as ideal and advocates as a substitute for the existing condition, is in reality that existing condition. He cites the case of an owner of grain who has obtained an elevator receipt for it as a certificate of his ownership, and goes on to say that it ought to be possible to circulate this receipt, but as things are, it must instead be pawned with a banker to get something that will circulate. This is only true when the grain owner seeks to eat his cake and yet have it—to retain his wheat, perhaps for a rise in price, but obtain at once the use of its value in other things. If he really wants to exchange his grain for other things, he does not go to the banker for help at all. He sells it and receives an order for its value in the shape of a check, which goes to the credit of his bank account, and then by the system of book keeping which the banker furnishes, can be divided up into all the various things that he wants to secure in exchange for his wheat, and for this he pays no interest.

In short, the very convenience which Mr. Borland proposes through his Labor Exchange is already afforded by every banker of deposit throughout the land, large and small, and that without charge even for clerk hire, so far as the depositor is concerned. Whether a feeling of antagonism for the banking class on other grounds, should influence anyone to refuse the use of such conveniences is quite another question and one which I do not propose to discuss. But this does lead me to ask Mr. Borland and those who think with him one more question. He suggests that the money question can be solved more easily than the land question, because for the latter "the citadel of government must be stormed and captured;" while in dealing with money a voluntary organization can be formed which may act independently of the rest of the community. Now is it not true that this last really involves more work and work of a more difficult kind? Is it not easier to get possession of established machinery to the operation of which people are accustomed than to create new machinery? Is it not a mistake for reformers to go off in the woods and play by themselves, rather than to mingle with their fellow men and acknowledge that they are all of common clay?

ONE WAY OF LIFE.

BY FRANK A. MYERS.

(CONCLUDED).

"That do settle it." Vic's hopped her twig and cut a caper—furnished the cruel public with a gratifying sensation." So Grace thought, as she saw them disappear. Then she quoted from a daily paper:

"Comely coachman
On the box,
Air distingue,
Curly locks.
Papa's daughter,
Rich and gay,
Loves the coachman—
Runs away.
Ma will murmur,
Pa will swear,
Coachman's happy,
Girl don't care."

Grace went on:

"To marry *him*! With her advantages, to do *this*! Now gossips' tongues will wag. How Vic did shine in the carriage, often alone, with 'that coachman' on the box handling the ribbons over her father's handsome bays! Ah, how people will talk! They will do it, you know!"

It was not long after this till the family discovered Victorien's absence, and then there was confusion, and running, and slamming of doors, and loud talk. They knew. Then the news flew, as if wafted over the city by the posting winds, and soon newspaper reporters were there to obtain the facts.

Jan Koster was as mad as a hornet, and he swore about it, though he professes to be a good church member.

"I sent the dog away," this man said to Grace, in whose broad good sense he had great faith, and whom he regarded as being liberal enough to overlook others' short comings and give them a word of help and comfort. "I sent him away ten days ago, when I discovered his assumption toward my daughter. I didn't know they met secretly. I've now got the police after them. I educated her at the academy, and trained her in wealth, and gave her all things she wanted, and this—*this* is the way she treats me! Why, she is a good singer. You remember she sang at the amateur concert, and sang well. Oh, foolish girl! What shall I do?"

"While to-day we may think it bad, very bad, to-morrow we may think the evil of yesterday a blessing in disguise. That's often the way things go in this world," said Grace, condolingly, to the almost broken-hearted man.

"To think *my* daughter should marry that low scoundrel! But I'll get her away from him yet, law or no law, written or not written. Why, the man tried to kill me by driving over me several times. I'll die first, before *he* shall ever come here again. I never allowed her to have many gentlemen visit her, and here she—"

"She is a good girl at heart," said Grace, saying what good she could, and strictly leaving the other unsaid. Grace was wise.

"This is serious. It's no joke, if others do say so. This escapade is an everlasting sorrow for her and for us. She has not been brought up to live as she must with him. I can't tell what I'll do, I'm so torn up over it. In my country this thing would be righted if rivers of blood should flow. But they are married, and I suppose I can do nothing."

Grace knew well that if the now abused girl had had the company of other gentlemen, she would not, in all probability, have fallen in love with her coachman, who was about the only man she saw intimately. Her father never had been a companion to her. Indeed, with such training, what more could be expected. And yet these parents, like all others, wash their hands of all blame for their daughter's disgraceful course.

"I'll shoot the devil as sure as I ever meet him," cried Jan Koster, hotly. "He'd been in my employ less than a year, and I paid him well, and this is the way he treats me for it. I never liked him, for he mistreated brutally my horses. I think now he came here on purpose to weave his devilish web around my pure, innocent girl. Me! me! recognize *him*! I'd die and be quartered first. I'd forgive my daughter, if she should come back, but never this low-born hound—never!"

The elopement set the town by its ears, and the little world in which the misguided girl circled wailed loudly and held up its manicured hands with appropriate horror. The papers and the old crones had a sweet morsel under the tongue. All sorts of rumors flew like bits of torn paper cast to the winds. "They say," said the unequally yoked couple had gone to Europe; that they had gone to Chicago to her aunt; that she had, in a fickle fit, abandoned her new husband for a handsomer man, leaving only a plain, cold note on the bureau for him; and all sorts of

vague things; that the family was prostrated; and so on. Some said they had never left town at all.

But elopements occur all the time. A wise French saw says, "When an ass kicks you, tell nobody," and the Kosters would have done better to have taken quietly this unwelcome son-in-law and not proclaimed the mesalliance from the housetops. In all such *contra pas* the most widely favored man is he who smells of the stable. Perhaps the brass buttons of the Jehu take young ladies' eyes.

Julia rushed into Grace's room, later.

"I just must talk; I'm dying to talk," as she wearily plumped into a chair. "Vic has made her life-blunder. That mean Dutchman. I saw it for some time, but I didn't think Vic—Vic!" She fairly screamed in anger.

"Be calm," said Grace, pouring oil on the troubled waters.

"Vic—Vic—so strong, healthy, educated, beautiful, with fire in her temperament, and such great musical talent—plays the violin to perfection. It's impossible to believe how much she must have thought of him, the miserable man, dark complexioned, short side whiskers, down on upper lip, sharp features, smooth and suave, no education, lover of dogs and game fowls—Vic and he! Good gracious, it makes me sick to think of it. None of us can bear him! And what can he give her! What a life for her! He actually, on their wedding eve, took her to a beer saloon, in a dilapidated house, in the poorest quarter of the city. No *gentleman* would go there. That coachman was brought up in a beer saloon. The idea! And Vic took nothing with her, except two diamond crosses of mine, by mistake for hers, which she left; and a pair of coral ear-drops. *He's* saved up, they say, about \$800. If he'd taken her to a respectable hotel—but a saloon! That shows what *he* is. Vic has diamonds worth two thousand dollars, locked up in the safe here at home. Papa is distracted. Mamma cries. I almost swear. And the police, think of it, can't find them. He didn't have as much as a trunk. And she married such a dull dunderhead. They say now they've gone west. They say, too, they're here in the city. O, my! They're concealed for fear. His aunt in Chicago lives over a lager beer saloon, which she keeps, and from an upper window she bawled out to the detective: 'Go way. I know nothing; and if I did, I wouldn't tell you.' They say—let me talk; it is pent-up steam escaping; let me talk—the papers say that papa caught Salvo with an arm around Vic. That's foolish. Papa would have

shot him on the spot. Ladies call on us daily to express their sympathies. What would we do if nobody sympathized? Think of it—only the day before Vic left, our laundress married the coachman of our neighbor on the other side, and now it turns out he had a wife and two children in Chicago; and now he's left the laundress, as he did his other wife. What if Salvo does Vic that way? And Vic wore away a poke bonnet with white and black feathers, and it came away down over her eyes. They say when Vic saw any one, as she was leaving, she held a handkerchief to her face, and they thought she had the toothache, and that coachman was accompanying her to the dentist's. They took the train, and sat in the same seat, and Vic looked out most of the way. She was feeling and thinking. When they got out of the coach, she got out at one end and he at the other. The German minister was out calling and they waited nervously for him. And when the divine came, he asked him in German to marry them. Vic never said a word. That coachman signed himself to the records as John Salvo. His name is John Salvò Hattery. The minister thought they were poor, and only charged them four dollars, but the fellow doubled it; and when he hastily left, said they were going to Chicago. I believe they've gone to Canada, for Vic said once to me that if she ever ran away she would go there, because no one could get any one there. Think of it—his Dutch friends say they are proud of him, because he has done so well. The idea! The shoe on the other foot, and we say we are ashamed because Vic did so poorly. O, my! And his friends say they were the happiest couple they ever saw. That all may be, they saying it. The old woman down there where he boarded, said she gave them a *fine* wedding supper—a grand one, in a little back room, consisting of bologna sausage, cheese, ham, rye bread and beer. But Vic didn't drink the yellow beer. She didn't eat much. No wonder. That's the Dutch mess she's got to live on now. His friends say she was dressed up fine, had a fine form, was pretty and sensible. How can people who have always worn wooden shoes know when one is in good dress? And they say Vic disguised herself in that old Dutch woman's short black dress and old gray sacque and a large blue veil and a sunbonnet. Horrible! The idea! And that old Dutch woman says Vic laughed like a school girl when she was dressing her, and said she had courage to run away, and that she would do anything for Salvo, and that in that mourning dress no one could find her. Papa's trying hard to find them."

The talkative girl went on this way for a long time, and revealed much of the inside of the affair to Grace.

After Grace and Henry had talked it over, she reflected, and said to herself:

"It's a rash mating, a vulgarized Romeo and Juliet over again. And there *is* tragedy in it of a certain kind. But who's at fault? Mr. Koster's fine frenzy suggests to me simply worldly mortification of that peculiarly bitter kind that snobbery alone gives. He's of the same sort as 'that coachman.' If she had eloped with a sure-enough count instead of this scion of a beer saloon, it would have been all right. Romance—all—in real life has an ending, deadly and destructive. No nursery story, of 'living happily all her days,' will fit her case. They've found them, I hear, at last, and the father is trying to decoy her back home—has written a note couched in the 'heavy father' style of the old comedy—'return; all is forgiven'—and then they arrested her for grand larceny, stealing her sister's diamonds. They were in hiding here in the city all the time. The arrest is farce, and is a mistake."

And Grace was right. Victorien knew at once the arrest was a trick, and she cried out to the captain of the police that it was false; that she had not stolen; that she got her sister's diamonds by mistake, and they could have them. "Mine are more valuable," she cried. "They've betrayed me, deceived me, made false promises, wrote me false letters. I don't care if every one in the house was dead; I'll *never* return. What a fool to trust them, when I felt in my heart they would deceive me. I love my husband dearly; they shall never separate us. I'll die first. I've been in the prison of a home all my life, and when I got away they ensnare me into their toils again. Father wrote: 'For God's sake come home, mother's dying.'"

But when she was paroled from court, she thought better of it, and went home in a carriage. Her husband stopped off a little ways from the Koster mansion. The father had offered large bonuses for her capture and return home.

There was a scene when Victorien walked into her old home. The mother was nigh unto death. She defied her father. He afterward said she was no longer his dutiful, affectionate, religious girl, as she was before she went away, and he had recovered from his grief and was willing to forget her—she was lost to his family.

Victorien broke forth, passionately:

"I married Salvo because I loved him, and am willing to abide by the consequences, for I've weighed the matter fully. I knew you would cast

me off and revile me. But mamma was poor when she married you, and am I any better than she? She loved you, and I love Salvo. We'll get along, even if poor. I can sew, iron, wash, and am not ashamed to work." And then she went out, having been there just half an hour, all her husband would allow, she said. "Unless *he* can come, I'll never darken your door again."

Two men visited Salvo Hattery at their plain, new home on Vine street, over a beer saloon, and Hattery cut such a sorry figure in the conversation that they said he was fit for nothing else but a coachman, and never would be any better.

To the last, Victorien was defiant and unyielding. Her father again asked her return, and she sent him word that she defied him, and would never leave her husband for him or his money; that he should regard her as dead, for she would never see him again. Her father, after the death of her mother, went to Europe. The mother destroyed herself with laudanum.

One day Grace read in the papers:

"A reporter called on Mrs. John Salvo-Hattery and found her in a pretty little room, with Brussels carpet, a music-littered piano, a handsome dressing case, Scriptural mottoes and neatly framed portraits on the walls. Mrs. Hattery was in a brown dress. She has grown stouter and looks happier than when the reporters were chasing her around the city. In her ears were a set of dragon-shaped earrings, thickly studded with diamonds, and a flashing diamond ring on her finger. With a twinkle of delight, she said she had signed the contract to go on the stage at \$500 a week, and sing in the play of the Seven Stars twice a night, between acts.

Another paper, later said:

"If she had natural talent and was artistically cultivated nobody would go to hear her sing, but as a coachman's wife, and the daughter of Koster, she has won our sympathies, and on exhibition she draws a crowd. An audience, mainly of women, listened with due respect to the nondescript performances in tenor and evening dress, and gazed forgivingly on the quite ordinary looking young, awkward, girlish-voiced soprano. Never before has one so slenderly equipped for an artistic career appeared before a metropolitan audience. She has already achieved her success on the stage; her career is that of a coachman's wife, or in a museum. She is trading on her notoriety, with those in sealskins, and it is a pretty common business altogether."

Not long afterward, a carriage pulled up at the sidewalk, and who should accost Grace but this very notorious Victorien.

"O, I'm so glad to see you," she cried.

"Victorien, as I live," returned Grace, in surprise.

"O, Grace," in a spirit craving sympathy. Grace saw a difference made by trials and experience; she was not the same. But she was not sad-looking; rather incompetent to be that. "O, Grace, let me tell you. They're hounding me—sending me awful mean letters, trying to make life miserable—scurrilous letters, by the dozen, addressed 'to the coachman's bride.' They threaten to horsewhip me, and all such stuff. One brutal thing began this way: 'In memoriam of Vic, who departed this life on September 9, 1894. She was of age.' In violent terms it went on about a deceitful daughter, rejected by her friends, and ends by invoking curses in shocking phrases upon me. All of this is surrounded by the outline of a coffin, and at the bottom the motto, in Latin, 'Rest in hell.' But this is only a trifle. I don't care."

"I think such letters dreadful. But I see you bear it well." Grace said, kindly.

By this time a crowd of hoodlums and the curious had gathered around them. Smiling a good-by to Grace, who was but too glad to get out of the hubub, Victorien said to the driver:

"Drive on. We don't wish to attract attention."

Grace reflected, as she went home, and rejoiced that she was Grace instead of Victorien.

It was Sunday afternoon. The lawns smiled in the bountiful sunlight, and the chirp of the sparrows mingled with the notes of the piano in the neighborhood. Upon the veranda, in sweetest confidence, sat Henry and Grace.

"No joy in that deserted house," said Henry, looking at the Koster place.

"A girl's whims—changeable as the hours—and a coachman did it," said Grace, blandly and blithely.

"And the coachman—what is he? The commission that waited on him reported that he has not the sense of a common insect—a pitiable excuse for a man."

"Broken home—Julia and father in Europe, mother in grave, girl on stage, stick of a husband living off the earnings of his wife—how can such unnatural and irregular things go on?"

"Can't. Old man would not relent—girl must forsake her new-found husband or stay away with him—plot for a drama," said Henry, dryly, looking vaguely and uncertainly at Grace.

"Her wonderful wardrobe and diamonds and notoriety, and a coachman hubby as ticket agent—what's to hinder success in *this* day and age of the world?" Grace was a little sarcastic.

"Don't be too severe on the age in which we live," said Henry.

"Well, it's my private opinion, publicly expressed," jested Grace, in her usual rollicking manner.

"I never knew before, a woman had a *private* opinion," said Henry Dana, in a melodramatic style and mocking tone.

"Take care—take care, sir," striking a defiant finger at him, in pure playfulness.

"I'm saying nothing—mum as a clam," added Henry, in the most exuberant emotion of calm happiness.

"You know better than to talk to me that way."

"No I don't—for your neighbors are gone."

"I often think of Mrs. Beecher's 'We and Our Neighbors,' and I have greatly profited from her book."

"I've been reading you, Grace, and I'm much more profited."

Then this wise-hearted, pure-minded young man caught Grace's hands, both, and with a clasp that made her feel that no troubles could ever touch her, and that all things in this brief life are provided for, he—Henry—dearest man on God's green footstool—appealed to her in such tender, soft, sweet words, that when she looked up to him great tears of bliss quivered like pearls of heaven on her eye-rims a moment, and then dashed down over her face.

Is joy as evanescent as a tear?

Henry had his answer in her happy tears.



OUR NEW YORK LETTER.

Summer time is more or less play time for most New Yorkers, even for those classes which grade down very close to the lowest residuum; and deeply serious interests are for the very hot weeks generally given the go by. There is that lowest residuum to be taken into account, it is true, whose sad presence we must admit in common with all large cities, to whom there is no brighter side of life at all and for whom the chief charm of summer is that while it brings them suffering of one kind in their stifling dens, it is at least such suffering as they can to some extent escape from if only to the relief of the streets, and not the misery of the bitter cold. But at its worst, the greater majority of our citizens have some chance for a little relaxation in warm weather, if but of a poor kind, and make the most of such opportunity as comes within their reach.

Especially is this true of what we may call the semi commercial class, that class which is the stoutest bulwark of hidebound conservatism; and as they are the people for and to whom chiefly the newspapers speak, the columns of the latter just now would give a stranger the impression that we were a community without care of any kind and intent only on amusing ourselves. It is a curious class this in some respects, which has developed amongst us in the past generation. Inheriting a tradition from the earlier days of the republic, that the highest prizes are within the grasp of all, it yet instinctively realizes that the day for this is past with us as in older countries, that the millions who have been born half-way up the social ladder are doomed for the most part to remain there all their days and to transmit their mediocrity to their children. And so they sit by like spectators at the great game of statecraft or commerce, living out an existence which grows relatively more narrow as the years go on, but yet as gravely commenting upon and judging the wider interests of the world as though they, too, were factors in these and not mere flies on the cartwheel. And with it all, they have a most absurd superstition that they own a share in "vested interests," and must jealously guard them against the iconoclasts. Their strongest political fad at the moment is that the end of the world is at hand if the silver men should have their way; in which conviction they are just as firmly set as is the western granger on the opposite side, and with just as little logical foundation for their belief. But even more decided are they in their

conviction that whether or not the end of the world is at hand, vacations and amusements for Saturday half-holidays are the matters of real importance to be attended to for the next few months. And in this, they are wise, for after all, happiness of the moment is all that most of us can get out of life, and is better worth seeking than the more speculative joys of the future.

It is this class, too, which is most easily fascinated with the glamor of military and naval establishments, with all their childish fuss and feathers, that if they were not so set apart from the real life of the people, could surely never survive the ridicule that they must meet in a matter-of-fact age. And by the way, the case of naval department stupidity that I mentioned last month was evidently so gross that the compositor must have assumed that it was impossible that I could have meant what I really did mean. It was not "bucks," however, but *bricks* that the workmen were set to planing down in the Brooklyn navy yard, one of the establishments conducted under the military organization which some people ignorantly fancy is so efficient.

It is this same class, too, that I have been moralizing about, which has been most anxious to secure a Greater New York; just why, none of them exactly know, unless it is on purely sentimental grounds, and that the queer kind of sentiment that seeks the glory of living in the biggest town without regard to whether as an individual one gets any more of the comforts of life by doing so. Since there is such a sentiment, it is conceivable why the comparatively few owners of land space should eagerly seek consolidation, for they can get higher pay for the use of their land thereby; but how this will benefit the masses who will pay the increased rent is a mystery. As a matter of comparatively minor administrative convenience, it is no doubt a wise thing to have brought into one administration all of the people who practically form one community; an object, by the way, which this consolidation does not thoroughly accomplish, since there are a million more people over in New Jersey, practically part of this city, who yet cannot be brought into it, because it is across a state line. But in any genuine sense, the city would be just as big, and most of whatever advantages accrue to bigness would be just as present, under half a dozen municipal names as it will be when brought under one government

Just at present, it is growing bigger in a vertical direction at an unprecedented rate, through the unusually large number of immense buildings that are going up. "Skyscrapers" existed here before the name was invented in Chicago, and years ago there were far more of them than the western metropolis has yet known; but as they were a spontaneous result of the intense pressure on land space rather than an advertising device, they were not specially talked about. Now, however, the advertising element is coming into play with institutions to whom the occupancy of an exceptionally high building that will be discussed in the papers, is an object; and though fourteen or fifteen stories seems to be the limit of really profitable building, the scale is being raised to from twenty to twenty-five. One of these has brought out recently a curious instance of, the hoggishness that men acquire when they have gobbled up a portion of the earth's surface, for the purpose of levying toll on their fellow beings. Standing alongside a building which in itself is tall and imposing but yet scarcely more than half the height of the newer leviathan, the architects of the latter sought to relieve its monotonous outline by cornices and broad sills in its upper stories that projected a few feet over its neighbor. Of course, this could not in any possible way injure the lower structure; but unfortunately it belongs to the head of the landowning family of Astor, into which has been bred the firm belief that human enterprise is of no account except as it confers value on title deeds. And so, because he could not extort the amount of blackmail that he expected, he is about to tear down his own building, practically new although it is, and run up one twice as high, for the sole purpose of shutting out light and air from the people whom he considers to have infringed on his privilege of making all men pay tribute for the use of his square feet of earth and for everything above it to heaven as well as below it to hell.

Still another victory has been won by monopoly power at the expense of public interests. For nearly ten years past an effort has been making to secure for New York city a better means of transit than the miserable makeshift which the elevated roads now furnish. After all sorts of expedients had been suggested, the logic of the situation forced on the official mind the conviction

which to everyday common sense would seem to have been apparent from the outset, that since the initiative had to come from the city and since this was essentially a public enterprise, it was both right and expedient that the city should construct the road and retain its enormous potentiality of profit instead of practically giving it away to some clique of rich speculators. Even general public opinion had been slowly educated up to the same point, and when a vote was taken, it was overwhelmingly in favor of public ownership and control. The victory seemed to be won, but miles of red tape had still to be unwound, and several years more of typical procrastination followed. The elevated road interests meanwhile unceasingly labored for a secret blockading of further action, while their paid organ, the *Sun*, persistently agitated to obtain a reversal of the popular verdict; and there is reason to believe that these efforts to throw cold water on the proposed work were abetted by other powerful interests which were unwilling to see such a splendid opportunity for gain pass out of the field for grab, which capitalists cultivate. At last, the whole matter got into the courts, and a bench of judges, obedient as ever to the dictates of plutocracy, has now just vetoed the whole scheme, basing its decision on the score of inadvisability, in defiance of the popular will in its favor. Of course, no hint is heard from the court that the primary excuse—the possibility that the city might have to issue bonds in excess of the constitutional percentage of assessed values—would be done away with if there were not an habitual violation of the law requiring assessments to be made up to actual full values. That would be too much of an inroad on the "vested rights," in favor of which false valuations are made, to be expected from the average judge. By them, the law which protects some monstrous injustice is always sacredly to be regarded; but the law which would give the mass of the people their rights, is a thing to be ignored. And so, the citizens must continue to put up with the tyranny of the elevated road monopolists, unless they find partial relief at the hands of some other set of monopolists. The only bright feature in the situation is that practically the entire press condemns the action of the court.

EDW. J. SHRIVER.





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GOVERNMENT CIVIL SERVICE.

The President of the United States has recently exercised the authority vested in him by placing 30,000 more of the government employes under civil service rules.

Of course, politicians will ascribe his act to political influences and declare that it is for the purpose of gaining political advantage, and it is already pointed out that any of his successors may rescind the order and again provide 30,000 places in the public service with which to pay political debts.

The employes of the government are the servants of the people, and should be selected or appointed with an eye single to their ability to honestly and creditably perform the service expected from them. An employe of the government who chanches to be a democrat in his politics is not a servant of the democratic party or of the democrats, but of the American people. The same is true if his politics are republican, or anything else, different from those mentioned. Having been once appointed to the place, he should be permitted to retain it so long as he furnishes loyal, efficient and faithful service. The moment he shows by his manner of performing his duties that he is no longer willing to furnish the class of service expected of him, he should be removed and his place filled by one who will do as well for the public as he would expect to do for any individual or firm by whom he might be employed. There are men who consider a position in the public service a sinecure and who feel that the only work connected with it should be that necessary to secure the appointment. After that, they do not like any service of a compulsory nature, except the drawing of their

salaries. On the other hand, there are those who are by nature faithful, and who expect to furnish even better service in the public employ than they would elsewhere. Of this latter class there are plenty to fill all the positions Uncle Sam has, and they are the ones who should be chosen and retained.

There is no other one thing which offers even a tithe of the inducements to, or premiums upon, political crookedness, jobbery and downright dishonesty that are offered under our old system of distributing patronage. It is pointed out that the next President, if he chanches to be of a different political complexion from the one now in office, will have but little in the line of patronage to distribute. That is as it should be, and if that be the condition, the President will have good reason to congratulate himself, and the people will respond with a loud and fervent amen. The President of the United States is elected for higher and more important duties than that of settling a local squabble over who shall be appointed to some subordinate or inferior position. It is ridiculous that the time of the President should be almost wholly taken up with such matters during the first two years of his term every time one party succeeds another in power.

The President is held responsible for much, and he should have authority to appoint all heads of departments under his administration, all representatives to foreign countries and to positions in the army and navy, of which he is commander-in-chief. Beyond this there is no necessity for his having any appointive power. If there be in the service a disloyal one, he can be removed at any time for good cause. The people want good

service and are not interested in the question of the political preferences of the one who renders it. Of what moment is it whether the letter carrier who hands your letter in at the door is a republican or a democrat, or neither?

The one thing in the rules governing the civil service which is radically wrong, is the provision that one President may put a certain class of employees within their scope and another President may take them out again. A class of employees having been once placed in this list should remain there regardless of the ideas or whims—and it is presumed that Presidents have whims the same as other folks—of any one man. Congress alone should have power to take out from under the operation of this law any who have been placed thereunder.

Regardless of personal political leanings or preferences, the move which the President has made is in the right direction. This is one of those things which "If it were done, 'tis well it were done quickly," and as there must be incumbents at any time that might be chosen for action, as there will be disappointed ones and elated ones, no matter when action is taken, the present is as good a time as any.

Let the next President complete the job so well begun; let Congress take unto themselves the right to remove from these provisions employees once placed there, and then if the railroad employees ever find themselves *de facto* government employees, their positions will not depend largely, if not principally, upon their political beliefs or affiliations.

LABOR COMBINATIONS UPHELD.

The Appellate court of Indiana recently handed down a decision which is of great general interest, since it sustains the legality of labor combinations, when rightly made, against obnoxious co-employees. From the published record it appears that one B. F. Watson, engaged as a workman in a coal mine in Greene county of that State, became so unpopular with his fellow workmen that they decided to quit work unless he was discharged. They left in a body when their employer refused to discharge Watson, and by reason of their action the business was suspended and he was thrown out of work. In an action brought before the Circuit court of that county Watson recovered damages on the allegation of wrongful conspiracy. Defendants appealed to the Appellate court of the State, where the decision of the court below was reversed, the higher tribunal holding that a combination among workmen is not actionable in the absence of malice, intimidation or violence, or evidence that they were bound to continue work, or that the employer was obliged to retain the plaintiff in his service. The opinion of the Appellate court was delivered by Chief Justice Gavin and from it we quote the following especially pertinent paragraphs:

While it is true that, under all civilized of forms government, every man surrenders for the general good a certain amount of that absolute freedom of action which may adhere to the individual in an independent or natural state, yet, under our institutions, it is a cardinal principle that each man retains the greatest freedom of action compatible with the general welfare. The right to control his

own labor, and to bestow or withhold it where he will, belongs to every man. Even though he be under contract to render services, the courts will not interfere to compel him to specifically perform them. (Arthur vs. Oakes, II C. C. A., 209: 63 Fed., 310.)

So far as appears by these instructions (of the Circuit court to the jury) none of the appellants were under any continuing contract to labor for their employer. Each one could have quit without incurring any civil liability to him. What each one could rightfully do certainly all could do if they so desired, especially so when their concerted action was taken peaceably, without any threats, violence, or attempts at intimidation. There is no law to compel one man or any body of men to work for or with another who is personally obnoxious to them. If they cannot be by law compelled to work, I am wholly unable to see how they can incur any personal liability by simply ceasing to do that which they have not agreed to do, and for the performance of which they are under no obligation whatever.

Under our law every workman assumes many risks, arising from the incompetency or negligence of his fellow workmen. It would be an anomalous doctrine to hold that after his fellows had concluded that he was not a safe or even a desirable companion they must continue to work with him under the penalty of paying damages if by their refusal to do so the works are for a time stopped and he thrown out of employment. We can not believe it to be in accordance with the spirit of our institutions or the law of the land to say that a body of workmen must respond in damages because they, without malice or any evil motive, peaceably and quietly quit work, which they are not required to continue, rather than remain at work with one who is for any reason unsatisfactory to them. To so hold would be subversive of their natural and legal rights, and tend to place them in a condition of involuntary servitude.

THE UNION MEETING AT ST. LOUIS.

No one of the Union meetings held recently has been more thoroughly successful than was the one at St. Louis on the 10th ult. The movement in favor of such a gathering was inaugurated by the members of Division No. 3, of the O. R. C., and it was held under their auspices. The attendance was greater than the most ardent had anticipated and the enthusiasm manifested by the delegates was even in advance of the attendance. Grand Master P. H. Morrissey, of the B. of R. T., was chosen as chairman and F. W. Arnold, Grand Secretary of the B. of L. F., was made secretary. The Firemen were also represented by their Grand Master, F. P. Sargent, and the O. R. C. by Grand Chief E. E. Clark. The Grand Officers of the B. of L. E. could not be present owing to the meeting of their biennial convention at Ottawa, but they were ably represented by prominent members of the organization, as were the Grand Officers of the O. R. T.

The meeting continued from 10 in the morning until 7 in the evening, with only a short intermission for dinner, and every moment of the session was full of interest. The principal subject up for discussion was labor legislation, and a number of strong and convincing speeches upon those phases of this subject now more directly before the public were made by the leaders present. Resolutions were passed heartily endorsing the Arbitration and Contempt of Court bills, now before Congress and urging upon their representatives in that body to do all in their power to secure their passage.

The meeting also resolved as follows:

That it is the sense of this meeting, that it is for the best interest of every member of these organizations that they be formed into a federation.

That we endorse the plan adopted at Cedar Rapids by our Executive Officers, and urge that active steps be taken at once by the several organizations to complete this federation on their several systems. There now being a federation perfected on many systems consisting of eligible organizations, all others eligible are urged to apply for admission without delay to the Federated Board.

That we strongly recommend the continuance of the union meetings at all railway centers in order to create a harmonious feeling among all classes of railway employes, believing that a majority of them are in favor of federation.

That we use our influence as a body to send men to our legislative halls who are known by their acts as the friends of organized labor.

That we tender a vote of thanks to St. Louis Division No. 3, Order of Railway Conductors, for their entertainment on this occasion.

That a copy of these resolutions be furnished to each journal of the orders represented at this meeting, for publication.

This meeting undoubtedly had a strong influence in drawing the members of the different organizations together in a fraternal way, and should bring them added strength in following out every line of development open before them. The bringing together of so many thoroughly representative men from such widely different localities in free and friendly intercourse, can hardly fail to be productive of good that will be widespread and deeply felt. Much credit is due the members of Division No. 3 for the zeal and ability with which they carried this arduous undertaking to so successful an ending.

THE EDUCATIONAL TEST.

The unexpected has again happened in that Congress has taken another step in the direction of restricting immigration. On May 20 the Bartholdt-McCall bill, as modified by the Corliss amendment, passed the lower House with only 26 votes recorded against it. The bill as passed adds to the classes of aliens excluded from the United States, all male persons between the ages of 16 and 60 years (except parents of persons living in this country) who cannot both read and write the English or some other language. The addition of the Corliss amendment excludes also aliens who come across the borders year after year to perform labor in the United States with no thought of settling therein. It declares all labor contracts with aliens void and makes parties thereto within the juris-

dition of the United States punishable by a fine of \$1,000 or imprisonment not exceeding one year; makes it a misdemeanor for a naturalized citizen, who has returned to a foreign country to make the same his home, to again perform labor in the United States; makes it a misdemeanor for any alien to cross the border for labor in the United States, except at a port of entry, and imposes a head tax of 50 cents on each immigrant.

It has been generally conceded for years by all who have given the subject thought that some such restriction as is here given should be imposed between the citizens of this country and the more undesirable classes of immigrants which were being called to our shores. The different great political parties have missed no opportunity

to parade in their platforms general declarations against the policy of unrestricted immigration, but up to the present time it has been impossible to secure from them anything in the way of definite action, the fear of the foreign vote being too strong for their overworked patriotism. The constant agitation of the question and the additional fact that conditions were changing until even the naturalized citizens were willing to admit the need for the inauguration of a new policy, have at last given them sufficient moral courage to make the measure under consideration possible. Not the least potent of the many factors contributing to this change in public sentiment has been the very decided alteration in the character of the immigrants. The time was when a large per cent of these new citizens were well worthy of the advantages thus gained, but of late the undesirable element has begun to predominate. This has been especially noticeable during the last two decades, there having been in that time an alarming increase in the immigration from those countries which supply the bulk of the illiterate and vicious. From 1871 to 1880 the immigration from Hungary was 12,475. From 1881 to 1890 it jumped to 127,678. A comparison of the same periods shows an increase of 246,265 in Italian immigration and an increase of 210,458 from Russia and Poland. While it is true that many of our best and most enterprising citizens are natives of these countries, it is equally true that they have

furnished far more than their share of the most dangerous elements of our foreign population, and it is significant that the number of the better class has decreased in direct ratio with the increase of the others. Some idea of the character of these recent additions may be gathered from the fact that of the 335,752 to reach our shores during the year ending June 30, 1894, whose occupations were given, 59,575 were laborers, 16,452 were servants and 116,187 had no established trade or calling.

A number of measures were presented to Congress, all of them aiming to bring about the same reform, but the vote shows Congress to be practically unanimous in the opinion that the educational test will prove of greater value than either a head tax or consular certification. The need for such protection, both for labor and the quality of our citizenship, is urgent, and the bill in question is certainly a step in the right direction. Its friends do not claim that it will exclude all the undesirable elements from our immigration, but that it will do as much as any such measure may do in that direction. It is to be regretted that there is so little hope for the bill passing the Senate during the present session. The action taken is just so much gained, however, and all will hope that it may speedily become the law, and that it may be so rigidly enforced that the greatest measure of its benefits will be obtained from the first.

THE PHILLIPS INDUSTRIAL BILL.

Among the many measures presented to the present Congress of especial interest to organized labor there is no one of more practical importance than that known as the Phillips Industrial Bill. This measure was first introduced in the preceding Congress and has been given the approval of all the national labor bodies and organizations of farmers in the country. While the passage of the bill during this present session is probably out of the question, its main provisions cannot be too firmly impressed upon the minds of all who are friendly to the general cause of labor, and for that reason we give space here to the following brief resume of its more important features:

The purpose of the bill is stated in the preamble to be since "many of those engaged in the various fields of labor, and also many of those engaged in agricultural pursuits, are organized, and, together with those engaged in commerce, are presenting grievances to Congress and to the various State governments, seeking and demanding legislation in their behalf," in order that all

may be given full hearing and that exact justice may be meted out in each instance, "the President is hereby authorized and directed to appoint a commission to be composed as follows: Five men representative of labor, five men representative of agriculture, and five men representative of business." Each of these three interests is empowered to appoint two additional commissioners, making the total number of the board twenty-one, but they must not be from the same political party, nor is it allowable for any political party to have at any time a majority of the members of the commission. Each section may appoint a legal adviser and a secretary. The commission selects its own officers and may dismiss them by a two thirds vote, while the power of dismissing members of the board for cause is left with the President. The duties of the commission as outlined in the bill are "to investigate questions pertaining to immigration, to labor, to agriculture and to business, and recommend to Congress such legislation as it may deem

best upon these subjects. That it shall furnish such information and suggest such laws as may be made a basis for uniform legislation by the various States of the Union, in order to harmonize conflicting interests and to be equitable to the laborer, the employer, the producer and the con-

sumer." All the powers necessary for the carrying out of these purposes are granted the commission. The salary and mileage are made the same as that of members of Congress, and the life of the body is to be two years.

THE TRUE MISSION OF THE CHURCH.

There has been for years a great deal of ill-digested criticism of the church, ostensibly in behalf of labor, and the phrase, "the church is growing away from the common people," falls glibly enough from the lips of men who should know better. It is too true that there are churches where fashion carries more weight than the word of Christ and where the toiler is a suspected and unwelcome guest. It is also true that many hoæst and zealous church members, who are deeply concerned for the spiritual welfare of their poorer brethren, have been so imbued with false notions of caste that they accept the life and teachings of the Savior as a distinct revelation to them, to be by them distributed as their generosity may dictate. What wonder is it that self-respecting men refused to be saved if it must be through the condescending patronage of a class who mistake pride for spiritual strength and that those same men keep as proudly aloof from the missions, the back doors of the great churches, as they do from the charity dispensed by the haughty pew owners from their kitchen doors. But these are only churches and it is no more just to place the burdens of their short comings upon The Church, "the whole body of those in our land who are organized for the service of God and their fellowmen," than it is to hold the honest and fair-minded responsible for the aggressions of piratical capitalists and corporations.

Still another portion of this criticism of the church is due to a very general but none the less obvious misconception of its place and work in our midst. If the church does not rise up as a body and demand the establishment of the rights of labor, we are too prone to pronounce the Sermon on the Mount a fiction without stopping to inquire whether we are not asking it to go entirely beyond its true functions in the salvation of the race. The peculiar mission of the church is the betterment of the individual and through him alone can it hope to reach humanity as a whole. We know of no more eloquent or forcible definition of this mission than that given by Rev. J. L. Sewall of Kansas City, in a recent discourse reproduced by the *Midland Mechanic*, and from it we quote the following especially pertinent passages:

The church has the relation of a God-sent messenger to every individual workingman and every individual capitalist. She has a message for each such man, which it is her solemn and glad duty to bring to him, straight from the loving heart of a living Christ, thrilling with vital and regnant power. It is a simple message, but it is a far-reaching one. It does not deal with rules, but it carries principles which will cover all rules for all earthly relationships. The church cannot determine in her councils what is a living wage, or enforce arbitration, or dissolve trusts; and I have observed that when her preachers try to do these things in their pulpits, they usually make fools of themselves. The church can and must apply to the individual laborers and capitalists the teachings of Jesus concerning all the relationships in which men find themselves. The church's mission is indeed to save society, but it can do this only as it saves individuals. Any attempt to save labor unions or corporations in bulk would be as useless as the wholesale baptism of Indians when the missionaries first discovered this great Mississippi basin. When the individual comes and asks, "What must I do to be saved?" the church always has an answer ready for him, though he is not always ready to hear it. We are coming to understand better, as the years go by, how to give this answer. It must be a very specific gospel, not some glittering generalities which hit no man's pet sins. The church is to proclaim a salvation which does not end with assent to creeds and submission to sacraments and repetitions of rituals, but which begins and continues in the task of living just as Jesus Christ would have lived to-day if He were a corporation director or a member of a carpenter's union in our city. In helping men live this genuine Christ-life, the church can instruct the capitalist as to the honest use of trust funds and a wise Christian stewardship of his individual wealth. She can instruct the laboring man as to the conscientious fulfillment of obligations to an employer and the avoidance of that covetousness and envy which is the peculiar temptation of those who are not rich but want to be. The church can apply the law of theft to leading citizens of a community who steal a franchise with the aid of debauched and perjured aldermen, with the same emphasis with which she condemns a hungry newsboy for snatching pennies from a more favored child of fortune. She can apply the law of murder to a corporation that recklessly puts Winchester rifles into the hands of irresponsible men wearing Pinkerton badges, and proclaim the same law to strikers who stab or poison scab workmen. This is the mission of the church—after men have accepted Christ as a redeemer—to help them serve Him as a master and imitate Him in every relation to every fellowman, always and everywhere. What would be the result if all laborers and all capitalists welcomed and accepted such a gospel? You know as well as I that industrial injustice and strife would end and heaven's peace dawn. And we all know, or ought to know, that there is nothing else in this world that will ever bring about this result. This is the greatest need of capital, the greatest need of labor. When supplied it will fill many lesser needs.

The absolute truth of this must be at once apparent and it must be equally apparent that we can and should make a personal application of the lesson here conveyed without waiting for the intervention of the church. We are all too ready to give of our time and talent for the betterment of our fellows without taking sufficient thought of

the great truth that every permanent reform must start with the individual. Let each one first make himself ready for the sacrifice, let him first be sure that all his relations toward his fellows are as nearly squared by the Golden Rule as is possible for poor, weak human nature, and when this is done there will be no further need for the exercise of the missionary spirit. In the mean time

let us no longer be so ready to criticise the church for the weaknesses of its members but rather be forward in aiding its great work of bringing the individual to walk in the ways of and live by the spirit of the Christ, knowing that when this has been brought about there will be no further need for organization or strife, since each man's rights will be safe in his brother's keeping.

There is a movement on foot looking toward the holding of a universal demonstration by the friends of labor on the first day of May, in the first year of the new century. Such a demonstration was first suggested by Henry B. Lloyd, who also suggested the holding of national and international congresses preparatory to the universal movement. There are many reasons why some such undertaking might be productive of great good, and it would be well for the various organizations to take up its discussion as early as possible, in order to be able to decide wisely in ample time to perfect a plan in case the decision should be in the affirmative

There is much of encouragement in the very general interest being taken by labor bodies in the subject of union and united action. Evidences of this are to be seen in the many union meetings being held in various portions of the country and in the wonderful interest they are creating among the various classes of workmen represented. It is safe to say that no one of these meetings has been held without leaving behind it more active workers and more zealous friends for the cause of labor and without increasing largely the number of those who are assured that the greatest good of labor will never be attained until the problem of united action has been thoroughly solved.

After a long and severe fight the Bakers of New York have secured the signature of Governor Morton to what is known as the Audett Bakeshop Bill. This bill amends the Bakeshop Inspection Law of 1895 by providing for two additional bakeshop inspectors and adding a number of sanitary regulations of great value to the bakers of the State. The change was bitterly opposed by the boss bakers, the combined flour and bakers' supplies dealers, wholesale butchers and the Brooklyn Health Department, and the fact that the organized bakers were able to overcome such opposition speaks volumes for the effectiveness of their organization and their devotion to the cause.

It was in every respect a splendid victory, and should spur their brethren in the other large cities where similar conditions prevail to equally strenuous efforts in the same direction.

If present indications may be relied upon the coming season will be anything but a profitable one for the fraternity of ticket scalpers. The railroad managers of the country have expended a great deal of time and thought in an effort to curtail as far as possible the depredations of this class, and a plan was recently adopted which it was expected would virtually cut off from them all the regular sources of their revenue. Under the provisions of this plan, after the 1st inst., an application for a rebate on a mileage cover will have to be made to the local agent, then pass through the general passenger department of that road, and finally be approved by Chairman Caldwell. During this process all the signatures of the purchaser of the ticket are compared, and if it is found that no deception has been practiced the money is sent directly to the applicant, and not through the office of purchase. These regulations are so strict that it would seem practically impossible hereafter for the scalpers to do any great amount of business in mileage, and the loss of that business cannot fail to be a very heavy blow to them.

Another precaution adopted by the Western Passenger Association is in the use of advertising tickets. Hereafter these tickets will be of the punch variety with the description of the holder punched in the margin, and as a further security against improper use no one is to be allowed a ticket who is not actually connected with some publication or advertising agency.

The growth of republican principles was never more marked in the countries of the old world than at the present time. This was clearly indicated at the May Day demonstrations recently given in the capitals of nearly all of the great nations, in many of which the military had to be called out to suppress the populace. Perhaps the

most significant of these gatherings was the one at Vienna, where an unequivocal demand for universal suffrage was made, and in a tone which testifies to the feeling behind it being one that will not be downed by any temporary reverse. It needs no further evidence to convince that the common people of the old world are started upon the road to universal liberty, and they will not allow themselves to be diverted therefrom by any of the old means so long used to keep them in bondage.

The locked out employes of the United States Glass Company are rapidly maturing plans which, when consummated, will place them beyond the dictation of arbitrary employers. A company has been formed with a cash capital of \$200,000, and 500 acres of fine timber land, underlaid with material for fire and silica brick, fire clay, silica glass sand and potters' clay, situated near Clearfield, Pa., have been secured and the present plan is to build thereon a factory for the manufacture of table ware. Other industries will be added as rapidly as the success of the plan will permit until all the diverse resources of the land are in full use. The stock of the company will be issued to the workmen and will be paid for by them in work, all the stock sharing in all the various interests to be developed. Contracts for a railroad to the town of Clearfield have been let and the work of development will be pushed as rapidly as possible. It is the hope of the projectors to soon have employment for all of the old employes of the United States Glass Company, and, at the same time, give them an opening for greater success than was possible under the old conditions.

Among the many unlawful combinations in this country known under the generic name of trusts, there is, perhaps, no one with greater capabilities for evil than the gigantic steel trust recently formed. The purpose of this combination is to raise the price of steel. If it should be successful, it will result in an increase in the cost of every farm implement, every piece of machinery and every article which goes to make up the furniture of our homes in any part of which steel is found. The Sherman Anti-Trust Law makes it the duty of the Attorney General to prosecute all parties entering into such combinations, but if the Washington dispatches are to be believed, the present administration is more disposed to "stand in" than it is to fight the trusts. As soon as the news of the combination were made public, the navy department inquired of the contractors whether the increase of price would apply to armor plates and gun forgings, the same as to those steel goods in use by the nation at large. Naturally, the contractors were more than willing to enter into this left-handed contract with the government, and at once declared that there would be no increase in the price of the goods sold to that department. While it is creditable in a public official to save as much as possible of the public funds by legitimate means, it is manifestly improper for him to dicker with law-breakers whom it is his first duty to punish. It is to be hoped that the next dispatches from our nation's capital will carry the news of the prosecution of these wealthy law breakers, rather than the participation of any or all of the branches of our government in their crime, under the flimsy pretext of economy.

COMMENT.

In a recent financial letter Mr. Henry Clews assures us that there is every indication of a bright future for the industries of the country; the signs of the times indicate that "affairs are gradually working toward a re-adjustment that will establish a healthier and more active condition of affairs." This will indeed be cheering news to wage earners who have been struggling fiercely to obtain wages sufficient to supply themselves with the barest necessities of life during the past three years; they will hail with rejoicings the news that there is at last to be "a healthier and more active condition of affairs." A healthy condition of industry means plenty of work at good wages for the country's laboring population; that is, of course, viewing the matter from the wage earners' standpoint, and everybody does that

in this country, even to the politicians, the trust barons and the bankers. But Henry Clews seems to have set up a new standard; he has some rather queer ideas on the subject of healthy industry, and wage earners will hardly agree with him in his prediction of a bright future, seeing that the conditions on which he bases such prediction are the very opposite of those which we have all been educated to regard as healthy and active. "In some of the leading industries," says he, "manufacturers are reducing their running hours or stopping their works." Of course, wage earners will praise God for this "source of relief," as Henry calls it. "Another source of relief," says he, "must soon be sought in the reduction of wages which were very injudiciously advanced a year ago." I haven't heard of any wage earners

who have grown wealthy as a result of that "injurious" advance in wages a year ago. Speaking of the textile trades, he tells us that the mill owners are showing a disposition to "restrict production and reduce wages," and this suggests to him "a prospect that this important group of industries will soon find the way to a better regulation of their interests." In the different branches of the iron trade, also, the formation of combinations "for the purpose of preventing excessive competition and placing production on a paying basis" is one of Henry's signs of a bright industrial future. Seeing that this man Clews exhibits all of those mental characteristics which, according to Lombroso, are the peculiar property of *mattoids*, it would, of course, be out of the question to take him seriously; but there is at least one merit in his optimistic predictions, and that is, they are much more likely to be verified by future facts than are those of the political optimists who are just now fishing for the working-men's votes with a bait of a different color.

* * *

This is the time of year when the festive bulls and bears of the wheat pit get in their fine work in trading on the manufactured to order crop prospects of the country. The bears have had their innings since early spring; the market has been very weak, owing to very favorable crop reports and light export demand. These conditions have been kept up by those who engineer the markets until they have become properly loaded up with wheat—and in this they have received every assistance from the metropolitan press, which has gone into great detail over the favorable crop conditions and discussed the state of the market with as much seriousness as though it were dealing with a legitimate manifestation of the law of supply and demand—when it is suddenly discovered that the April weather was altogether too warm, and that the Hessian fly is playing hob with the wheat fields of Michigan and Indiana, and the market immediately becomes bullish. To show the absurdity of this sort of three-card-monte business, take the market reports for three consecutive days: May 18,—*"Sharp slump. Wheat broke one and a half cents. Better crop reports set the longs to unloading."* May 19,—*"Moved upward. Wheat showed an unexpected strength to-day."* May 20,—*"Shot upward! Bad crop reports sent wheat a-booming. Damage from Hessian fly shown to be very serious."* These bullish conditions will prevail until about harvest time, when the bears will again have their innings until the producers have disposed of all their wheat. It is a noticeable fact that wheat always jumps up in price in

the spring when the farmers have none to sell, and sinks way below cost of production as soon as harvest comes on, remaining uniformly low until all the stock in farmers' hands is disposed of. This is what political economists call "higgling of the market." It would better be called conspiracy to rob!

* * *

According to the laws of the market, as they are taught, wheat ought to be steadily rising in price, as, notwithstanding increase in population, there has been a large decline in the world's stock of wheat since 1890. We have heard much about the ruinous competition of the wheat fields of Argentine. The total production for the whole of South America for 1893 was less than 82 million bushels, and of this Argentine furnished nearly 57 millions. But the total export of wheat from Argentine in 1894 was less than 25 million bushels. This is an insignificant addition to the world's supply, especially when we consider that Argentine wheat is of poor quality and does not come into competition with American hard wheat in the Liverpool market. The State of California exported nearly three million bushels more of the crop of '93 than did the Argentine Republic. The fact is that the orthodox laws of the market have no more to do with fixing the price of wheat than they have with fixing the price of oil, sugar, matches, crackers, and many other necessities of life which move up or down at the sweet will of the trust magnates.

* * *

An argument for Christian union of the numerous Protestant denominational bodies was advanced by Rev. Dr. Booth, at the recent Presbyterian general assembly, in Saratoga, N. Y., which is likely to have more weight than any that has gone before. Said the reverend speaker: "To many of us this controversy (denominational) has been inexpressibly painful, and there can be no doubt that it has materially interfered with our financial prosperity." To weigh infallible truth, which is the assumption at the bottom of these denominational differences, in the scale with "financial prosperity" looks like materializing Christianity with a vengeance. It is another evidence of the progressive degeneration of the highest moral ideals of our times.

* * *

It is a fact that of all the appointments that have been made to positions in the federal judiciary within the past six years—and I don't know how long before that—there can not be pointed out a single man who was not, previous to, or at the time of such appointment, either employed by, or in close sympathy with, those unlawful monop-

olistic and crime breeding forces that are sapping the foundation of this Republic and fastening the chains of slavery upon the people. There is a deep significance in this fact, when we consider the immense power for either good or evil that our federal judiciary is constitutionally endowed with. Our federal judges have the power conferred upon them to so construe our laws as to practically decide whether or not this shall be a free government. To this judicial power is entrusted the liberties of the people. How this power has been wielded for the practical destruction of those liberties within the past few years it is unnecessary to point out. The question is: How did it come that, at the formation of our government, our forefathers did not institute efficient constitutional safeguards against the growth of such a judicial despotism as we are now suffering from?

They certainly did not lack experience of what the scheme they actually did establish would eventually come to. The history of England furnished them with many examples of what they might expect from such a judicial scheme as they established. Even Lord Bacon, one of the greatest intellects the world has ever known, was a venal judge; and they might have culled examples of the dishonesty and unfairness of judges from the history of every country in Europe. More than three hundred years ago Montaigne found occasion to say: "Would to God that, for the sake of justice, our courts of judicature were as well furnished with understanding and conscience as they are with knowledge." Yet, with all the evidence before them, our constitution builders placed us absolutely in the power of a coterie of irresponsible judges! It is unexplainable. "B."

GRAND CONVENTION OF THE B. OF L. E.

At the time of writing the 30th Grand Convention of the B. of L. E. is in session at Ottawa, Canada. The meetings of this body are always full of interest, but this promises to eclipse the record. The attendance is large, the delegates are charged with enthusiasm for the Brotherhood and its work, and the good people of Ottawa are outdoing themselves in the heartiness of the welcome and the lavishness of the entertainment bestowed upon their guests, so that nothing is lacking for the complete success of the convention. As is always the case, but little of the business of the Brotherhood is made public, but it is an open secret that its affairs were never in a more flourishing condition, nor were its prospects for future usefulness ever brighter.

The Convention was formally opened on the morning of May 13, the day being given up as usual to the work of preliminary organization. On the afternoon of the following day the first open meeting of the session was held in the Opera House, which was crowded with citizens who had turned out to assist the local Divisions in welcoming their guests. W. B. Prenter, chairman of the local committee of arrangements, extended the right hand of fellowship on behalf of Divisions 168 and 469, and was followed by Mayor Borthwick, who extended a most cordial welcome for the city at large. Grand Chief Arthur responded in his happiest manner. Addresses were also made by Sir Charles Tupper, Canadian Premier; Brother Alex. Bannerman, C. C. of Division 29, and a number of others, making of the meeting a most auspicious opening for the convention.

The ladies of the G. I. A. are also holding one of the most interesting and successful conventions in the history of their organization, and are meeting with an equally warm reception.

P. M. ARTHUR, GRAND CHIEF,

whose portrait formed the frontispiece for our May issue, is naturally the central figure of this great gathering. A native of Scotland, he came to this country at the age of ten years, and commenced railroad service as a fireman on the New York Central in 1852. Two years later he was made an engineer and continued in the work until 1874, when he was elected to the position he now occupies. Under his leadership the B. of L. E. has grown to be one of the leading labor organizations of the world, and no man stands higher in the estimation of workmen generally.



A. B. YOUNGSON, A. G. C. E.,
was formerly an engineer on the Erie line, with

his home at Meadville, Pa. He was elected to the office of Assistant Grand Chief during the session of the Grand Convention at Pittsburg in 1890, was re-elected at Atlanta in '92 and at St. Paul in '94. He is a thoroughly efficient officer, is very popular with the members of his organization and with his fellow workers in the labor field, the country over.



T. S. INGRAHAM, F. G. E.,

holds the position which corresponds to that of Grand Secretary and Treasurer in the other organizations. This is one of the most important offices in the gift of his Brethren, and Mr. Ingraham has performed its arduous duties with rare ability and fidelity. The faith held in him by the Brotherhood is evidenced by his being continued in the office year after year, and he now bids fair to hold it as long as he will consent to wear the harness.



C. H. SALMONS, S. G. E.,

is perhaps best known as the editor of the *Locomotive Engineers' Journal*. A veteran of the late war, at its close he went west and entered railroad service as fireman on the H. & St. J. R. R. He also saw service on the Northern Pacific. He

was prominent in the C., B. & Q. difficulty, and after its close wrote the only authentic history of that troublous time. During the session of the St. Paul Convention he was elected to his present position and has continued in the new field the splendid service he has always given the Brotherhood.



DELOS EVERETT, T. G. E.,

the popular Third Grand Engineer, is a native of Harrisburg, Pa. He began his railroad service as a water boy on the P. R. R., but was not long in reaching the dignity of fireman. He was made an engineer in 1861, and continued in the service of the same road until 1887, when he resigned to accept the position he now holds.

We, the people, expect that our conditions will be governed by the legislators we elect to conserve the interests of the people. The ballot is the way of salvation, and through its proper use we expect amelioration from all the evils, social and economic, that surround us in our every day lives, but if proper appreciation of the honest work of a legislator is found wanting in the minds of the voters, how can they expect the men whom they elect to fill legislative positions to work for their interests, when they feel assured that their best efforts will not be considered worthy of future confidence and appreciation. The corporations, as usual, set the pace for labor to follow; where there is a good, sound corporation legislator, the corporations do not hesitate to use their utmost endeavors to have him returned to office, but not so with labor, for the disposition has been to follow party interests and leave their own to suffer. The *Journal* is not making any special plea for the re-election of any man to office, but in a general sense it does urge the necessity of showing that labor appreciates a good action performed in its behalf by giving its support to those legislators who have demonstrated their friendship for the people who toil.—*Railroad Trainmen's Journal*.



Editor Railway Conductor:

Just one year has elapsed since the happy gathering in Atlanta, and tonight in communion with our thoughts, the many pleasant scenes and associations of that memorable time pass before us, these fancies tip our pen to quotation:

"Return my thoughts, come home!

Ye wild and wing'd! What do ye o'er the deep?
And wherefore thus th' abyss of time o'er-sweep,

As birds the ocean foam?

Oh! no, return ye not!

Still farther, loftier, let your soarings be!

Go, bring me strength from journeyings bright
and free

O'er many a haunted spot."

We are brought face to face with many whom it was a pleasure to meet and keep in our memory, and with whom we hope to renew the acquaintance should it ever be our privilege to again be one among the merry guests of an O. R. C. convention. But when we realize that among those we loved best, those whom associations had made binding the ties of friendship, the genial companionship of some of these will be missed, a feeling of desolation comes over us, and in our weakness we ask the oft repeated question, Why must this be? but the question remains unanswered. Truly "Life with death is fated and joy with grief is mated." When the events of the past year crowd themselves upon us, emotion is irrepresible. Sympathy for those who have been robbed of what life held most dear, together with the fact that miles and miles separate us from the home of our youth and all our happy past, force us to dry the unbidden tears, and we turn to look around us. Surrounded by all the comforts of life, with a peaceful, happy and undisturbed home, we should bow our heads in thanksgiving to Him who hath made our paths those of pleasantness and peace.

When exchanging our home in the capital city of Ohio for one in the metropolis of the silver country, it was with many misgivings as to whether among so many strangers we should find those whom we should know as friends. But Denver Division No. 23, of the Auxiliary, is alive to everything that tends to the furtherance of the principles of the Order, and with them we are no longer a stranger. Also the members of Division No. 44, O. R. C., have not been remiss in their kindness to the conductor whom we pledged to love, honor and obey (?) But we must keep within the limits of our own jurisdiction, and not say too much about No. 44, as they have a correspondent who is an artist at

his work, and covers the ground well. Last, but not least, we have not only found friends, but in Mr. and Mrs. J. L. Kissick, a very Brother and Sister. Considering all these well favored circumstances, Denver is not the strange land we held in our imagination, but a city of elegance, beauty and refinement, the home of a warm hearted people.

Now and then we note brief mention of our own home Division, dear old Capital City No. 3, of Columbus. How eagerly we peruse the lines and then find ourselves within its sanctum debating upon some momentous question, or as on other occasions, rushing sandwiches and hot coffee at the inevitable dime social. Through Capital City Division we have been benefited in many ways, and we assure them that the kindness they have always been pleased to show us has truly served to foster the ties of friendship.

Of what great importance and interest it is to hear from distant friends. The delight would not be afforded us to the universal extent with which it is now enjoyed, were it not for these gratuitous columns. So, my Sisters, give faithful service to this department of THE CONDUCTOR. Though we cannot meet you face to face, we can at least, feel the sentiments that are leading you, and the good you are accomplishing.

MRS. CHAS. E. RAGON.

Denver, Colo.

Editor Railway Conductor:

Our fourth annual ball was a most encouraging success. There were fully 100 couples in the grand march, under the leadership of Brother Steinmetz and wife. The social also brought us a nice little sum for our treasury. Two of our most popular ladies, Mrs. Clark and Mrs. Ellis, made a close run for the prize, a handsome card case, the former finally winning. Two of 4's handsome boys, Brothers Lon Pierce and Charles Gardner, were also contestants, Brother Gardner winning the hat.

Sisters Holbrook and Hinkley entertained the Auxiliary May 14, from 2 to 5. Lovely refreshments were served and the afternoon was most pleasantly spent, as must always be the case when in the hands of such accomplished hostesses.

We learn with regret that we must soon lose our Vice President, Mrs. Munday, who goes to join her husband in Oregon. The departure of Sister Landis to Colorado Springs, where she is to make her permanent home, brings another great loss to us. It is with sorrow that we note the serious illness of Sister Bartlett, who is being cared for at St. Anthony's hospital. Our Sisters have been very kind and attentive to their sick, remembering them with flowers, which we all love so well, and which are at all times acceptable.

We attended the funeral of our beloved Sister, Mrs. J. W. Jones, in a body, forty-two being in line. Sister Kissick was the acting Conductress, Sisters Clark and Dalton held the circles, and carnations were strewn on the casket. The sympathy of every member of the Division goes out to Brother Jones, who by this cruel blow has been parted from one whose love was the crown of his life.

Denver, Colo.

MRS. E. E. GORDON.

Editor Railway Conductor:

Our small Division lives along quietly with but few changes. However, since last writing, Sister Wiley has again been obliged to take her husband to a lower altitude, as it seems impossible for him to enjoy good health in the mountains. We are very glad to hear that he is improving since leaving.

Three new members are ready for initiation at the next meeting, so really we are growing slowly, though changes are constant. We grieve to chronicle the fact that Sister J. J. Duffy lost her mother, after a brief illness, May 18, and that the family of Brother and Sister Roberts has been visited by that dread scourge, diphtheria. Their second son, Johnnie, was taken on May 19, after great suffering. One little girl has had the disease in a mild form, and we hear the quarantine is soon to be raised. They have the heartfelt sympathy of friends and neighbors and of the Brothers and Sisters who have done all possible under the circumstances to show their sympathy.

Sister Rich, assisted by Sister Shingle, entertained the L. A. and all the O. R. C. men, with their wives who could attend, at a delightful progressive high five party, on the evening of March 25. Ask Brother Woodmansee who earned the booby prize—he will surely tell you he doesn't know.

After housecleaning is over we look for a better attendance at the Division room. MRS. E. E. B. Cheyenne, Wyo.

Editor Railway Conductor:

The members of White City Division of the L. A. met April 21 last, at Englewood. The weather could not have been better if we had made it to order, and that fact is worthy of note, for it is the first pleasant weather we ever enjoyed when we gave an entertainment. We organized during the worst storm of the season, and up to the dance it was our misfortune to have disagreeable weather, so most of us fully expected a snow storm for that evening, but were agreeably disappointed. The hall was crowded long before the time set for the grand march. We were glad to see so many present from a distance, and were greatly pleased to count among them our Grand President, Mrs. Moore, and Assistant Grand Chief of the O. R. C., C. H. Wilkins, and trust they felt repaid for their long trip. Much credit is due the different committees for the hard work they performed and for the general success of the occasion. We cleared something over \$100, and Sister Northrup is entitled to a large share of the honors, as she disposed of thirty tickets, the largest number sold by any one person. The Sisters wish to thank the officers of the Rock Island Railway for their kindness in furnishing a train for the Blue Island people at the close of the ball. Sister Crumley has added a new plume to her cap by proving to be just as good a ticket agent as she is S. and T.

Division 100 is still on the road to success. We have one or two petitions for membership in process. Our President, Sister Sewell, is talking hard for a union meeting, to be held some time in the early part of the summer. Of course all the Sisters are with her, and we intend it to be a pleasant and profitable meeting for all who attend.

We regret very much that death has visited the homes of two of our members. Sister Webb has been called upon to mourn the loss of her husband, who met with injuries while in the performance of his duties, which resulted in his death a few days later. Brother Webb was a member of Division 1, of the O. R. C. Then our past President, Mrs. Belle Irwin, buried her mother. These two Sisters have the heartfelt sympathy of every member of the Division.

Sister Helfer, of Division 14, was a visitor at our last meeting. She was with us when we organized, and in a nice little speech, said she had nothing but praise to give us, as we were doing well. Come often, good Sister. Our Vice President, Sister H. Hite, has been very sick, but was able to be out to the ball.

Our attendance is not just what it should be, but we trust all will do better when they get through moving and house cleaning. MRS. E. W. DEE.

Chicago, Ill.

Editor Railway Conductor:

Just before Christmas I improved what I supposed would be my last opportunity for talking to the Brothers and Sisters where they couldn't talk back, and wound myself up so tightly that the "Rest" seemed to have dampened my ardor for literary work. Then, the moment I pick up my pen, I can hear the wail of a poor neglected husband as he enters the house at meal time, finds his rooms in disorder, no fire in the cook stove, and with a look of horror on his face that would indicate the approach of a tornado, goes about the room muttering to himself that if this is living with a literary woman, he will see to it that the next wife (?) does not know how to write her name. Remember, I am not finding fault, only explaining the density of the atmosphere surrounding your humble servant when she wrote her last letter. But I have heard that a man or woman of mere "capacity undeveloped," was only an organized degradation with a shine on it, so I must persevere, though my life, like most mothers, is fuller of duties than the sky is of stars.

We have a growing membership, and our prosperity is a loud refutation of the assertion frequently made by cynical men, that women have no business capacity. We are greatly indebted to our past President, Mrs. W. F. Knight, not only for the organization of our Division, but for the agreeable manner in which it was conducted this last year. She is an enthusiast in whatever she undertakes, and possesses in a high degree those qualities which enable one to do good for others. Her successor, Mrs. S. L. Collins, possesses that rare combination of talents, artistic taste blended with executive ability, and long since won our full confidence. Our measure of usefulness, however, cannot be left to her alone. It must depend upon the unselfish devotion of the members to her and the principles of our Order.

We are trying to make our Division one of the strictly "up to date" organizations, and when time

permits, we have select readings. March 23 we gave one of the most brilliant socials of the season. I did not think it would affect Sister Corliss as it did to have a few rosebuds thrown at her feet. The assistant yardmaster's wife was the one to feel that.

Here again, our joys and sorrows were closely mingled. While we were in the midst of our hilarity that afternoon preparing for the social, our Junior Sister, Mrs. C. Upton, was paying the last tribute of respect to her deceased brother. May she not mourn as one without hope. We would also extend our heartfelt sympathy to Sister Roberts, who, while absent, buried her father. May she rest in the arms of one who has promised to be a father to all who believe.

Clinton, Iowa.

MRS. C. R. DICKINSON.

Editor Railway Conductor:

I take much pleasure in reading the letters written to THE CONDUCTOR, and often wish I possessed the fortunate gift of being a good writer.

In April we formed a relief club to meet once a month at the home of some Sister. The dues are ten cents, and the proceeds go toward buying flowers or fruit for the sick. The first one was held at the residence of Sister Haggett. Sister Haggett is an accomplished hostess, but on this occasion seemed to outdo herself. After doing ample justice to a bountiful luncheon, we departed, well pleased, having spent a delightful afternoon. Our second club meeting was held at the home of Sister Silsbee and was equally successful, and all report a pleasant time.

Our thanks are due the members of Pine Cone Division for their kind invitation to be present at their first anniversary. About twenty-five of the Sisters of Mascot Division, accompanied by their husbands, attended. We witnessed their initiation of two candidates. The floor work was very finely executed under the guidance of Sister E. J. Palmer. In fact it would be hard to find a better drilled staff in any Division. In the evening they gave an entertainment that entertained, and which was attended by the Brothers of 157 and 66.

I will make mention of the charming singing of the two little four-year-old tots. All spent an enjoyable time together, and hope at some near date we may all meet again.

On May 2d Mascot Division held its second entertainment, with members from 157 and some from 122 with their families and friends, who gathered for a royal good time, and they had it. The hall was completely filled with people, and for two hours they were entertained by a most excellent program arranged in two parts. The second part, each lady brought a box containing cake enough for two. In the box was a picture of the Sister, some dating back to childhood. The gentlemen had to buy the boxes, then find the original of the picture, and if unsuccessful, had to pay ten cents more to one of the Sisters to help him find her. When found she had to treat the gentleman to cream. It created lots of sport.

I was pleased to meet Brother Baker, Secretary and Treasurer of Division 122, also past Chief Conductor Masters and wife of the same Division, but I was disappointed at not having the correspondent of that Division present, to see if he would not use some of the able efforts on his good wife to join our Auxiliary, he does on the labor question.

I wish, also, to say a word in behalf of Division 157, of which my husband is a member. Our Auxiliary feels indebted to them for the many courtesies shown us, and we all join in wishing them prosperity, and hope their future will be a bright and happy one.

ALEXANDRIA.

Boston, Mass.

Editor Railway Conductor:

Division No. 2 of the L. A. was organized in this city April 24 by Grand President, Mrs. Moore, and Grand Guard, Mrs. Sullivan. The following officers were elected and installed for the ensuing year: President, Mrs. O. J. Kidd; Vice-President, Mrs. F. Smith; Sec. and Treas., Mrs. R. D. Mitchell; Sen. Sister, Mrs. J. A. Hollister; Jun. Sister, Mrs. T. Manor; Chairman Ex. Com., Mrs. T. Englet; Correspondent, Mrs. J. M. McGowan. Sisters Love and Mormon, of Indianapolis, were not attendance.

These officers were publicly installed at our hall. There were but a few of the Brothers present, owing to a rush of business at that time, but we had a short speech from their C. C.: Brother Porter and Brothers Minor and Manor also favored us. Several musical selections by Miss Minnie Sullivan were greatly appreciated. We start with twenty-one charter members and have three or four candidates for our next meeting, so our prospects for success are very good. Division 127, of the O. R. C., presented us with a Bible, ballot box and two gavels, so we are ready for business.

We held a social at the home of Sister Von Berg on the evening of May 8, and it proved to be an encouraging success.

MRS. J. M. MCGOWAN.

Danville, Ill.

Editor Railway Conductor:

Arriving in Denver on the afternoon of April 9 and learning that the Sisters of Division 23 would give a progressive high-five party that night, I lost no time in making the necessary preparations to attend. I found the Sisters there "with all their hearts," and they took good care that everybody had a pleasant time. The attendance was large, and while I did not carry away any of the card prizes, I had my share of fun in trying to do so. The grab-bag was an enjoyable feature of the evening, as was the "cake walk." The music, both vocal and instrumental, was excellent and greatly appreciated, and the delicious lunch served by the ladies touched the tender spots in the feelings of every gentleman present.

The following day I met the Sisters in their Division room and found them up to date in their workings. Many of the Sisters had met Sisters from Division 11, and were glad to hear of them. I know many will be glad to learn that I met Sister Ragon and found her improving in health.

The morning of the 11th Mr. Stone and I visited the Dew Drop gold mine at Ward, Colo., being accompanied from Denver by N. C. Merrill and his good wife. It being my first trip of the kind I fully appreciated the eighteen miles drive up the mountain side. The scenery was grand and picturesque and the weather all that could be asked for such a jaunt. We completed our drive in time to have thirty minutes in the concentrating works before working hours were over. Here we met the well known Hon. Wm. P. Daniels, President of this mining company, Gen. Ives, one of the directors, and Mr Loftus, the assayer. The latter showed us the workings of the mill and then took us into the

Adit tunnel. At night we visited the Dew Drop and saw the steam drills at work. When we came out of the mine, about ten o'clock, we found several inches of snow had fallen and a snow storm was raging which lasted all night. The next day we were royally entertained by Mrs. John T. Duncan, wife of the superintendent, and we will not soon forget her hospitality. But I regret having stretched Mr. Merrill's overshoes in getting to her home.

At Wymore, Neb., we had the pleasure of meeting Sisters Taylor and Wheat, of Division 82. Those of Division 11 who attended the union meeting at St. Joseph last September, will remember meeting these Sisters there. We had such a good time with them until we reached St. Joseph, where they left us, promising to visit us in the near future. Division 11 will be glad to welcome visiting Sisters at any time.

MRS. V. S. STONE.

St. Louis, Mo.

Editor Railway Conductor:

Lakemont Division No. 88 is in a flourishing condition, if the correspondent is a little slow. We have been very busy all winter holding suppers, socials, and skirmishing around after new members, and as a result we have a snug sum in the treasury and a real live, energetic Division. Of course, we have worked hard, but if any of our Sister Divisions think they can succeed by sitting with their hands folded, they will simply miss it. The Brothers of Mountain City Division presented us with a handsome Bible and ballot box, for which we are very thankful, and then Sister Rice, of Wilkinsburg, not to be outdone in generosity, made and presented us a handsome bookmark for our new Bible.

Sisters Vance and Reinhart have been very busy getting an Auxilliary started in Pittsburg. They had been over several times, and were getting along finely when a member of some one of your western Divisions visited the Pittsburg Division of the O. R. C. and tried to down the Auxilliary, and of course some of the Brothers thought it would be a good thing to have their wives stay at home and attend to their household duties, so for a few days the Auxilliary looked a little doubtful. But "Old Reliable" did not know our President, Sister Vance, or he would never have tried to upset any of her plans. She just went over and worked harder than ever, and we all expect to meet Sister Moore, Grand President, about the 20th, to institute the Auxilliary at Pittsburg. And we would say to the Division running "Old Reliable," keep him at home, for he don't want to stray east of the Alleghenies or strike Altoona, for we have a pretty good crowd that would certainly use him up.

Altoona, Pa.

ANNA G. WESTON.

Editor Railway Conductor:

The annual session of the Grand Chapter, O. E. S., of Kansas, which closed May 16 at Kansas City, Kas., was the occasion of a pleasant reunion that will be of interest to many of your readers. Mrs. Towne, being present in her official capacity as W. M. of Dorcas Chapter, 157, Conway Springs, was met by Mrs. Wayland, of Grace Whipple Chapter, Quincy, Ill., who came to visit, and talk over past, present and future and, incidentally, learn what she might, pertaining to the good of the Order. Soon after, Mrs. Churchill appeared, and these three confided to each other all they knew concerning the

many friends met at Grand Division, and rarely seen during the intervening time. Mrs. Churchill is an earnest member of Olive Chapter, No. 13, of Fort Scott, though now a resident of Kansas City, Mo. She has endured much suffering and ill health during the past year, but has the same cheery, pleasant manner, the same hearty interest in the old friends that we know so well. At the reception we met Mrs. Rader and Mrs. Shanahan, and while these five Sisters were reminiscing Mrs. Anderson and Mrs. Glaspell were also of the number—seven conductors' wives—but while the two latter have not been known at Grand Division, Mrs. Glaspell is an earnest member of the Auxilliary, and Mrs. Anderson enjoys the distinction of being the wife of the present Grand Patron of Kansas. Mr. Anderson is a Missouri Pacific conductor, and Mrs. Wayland kindly hoped he would not be elected that we might have the pleasure of welcoming Mrs. Anderson to the Grand Division. She would undoubtedly be a delightful addition to our circle, for she is a charming little woman, but she, as well as her husband, is a devoted member of our beautiful Order, and their presence will be indispensable at Grand Chapter once more—then we may hope to have her.

It is interesting to know that the number of members in the O. E. S. increases steadily, year by year, among the permanent visitors to the Grand Division, while all the branches of the railway service are so well represented that one of the Sisters feelingly remarked, "If it wasn't for the railroads, where would the Order be at?" When we meet at Los Angeles may we have the pleasure of giving the grip to many more.

Conway Springs, Kas. ONE OF THE "SEVEN."

Editor Railway Conductor:

Potomac Division, No. 77, is still in the field and trying to be of some little use to the O. R. C. We are a little over one year old and have about nineteen members, all good and true workers for the common cause and ready to help in any way. On May 18 we had Sister Wiltse with us and enjoyed her visit very much. Hope she may come again soon. On May 23 we had a social in our hall, and it was a social indeed, for all enjoyed themselves immensely. It was intended to draw the conductors and their families together more than for financial purposes, but it did both, for we realized quite a sum. I think if the conductors would talk Auxilliary to their companions as much as they talk politics, the L. A. would boom.

Mrs. K. H. W.

Martinsburg, W. Va.

Editor Railway Conductor:

Soon after our installation we were favored with a visit from our Grand President, Mrs. Moore, and not one of us will forget the pleasant visit. Her gracious manner in giving us instruction in the new ritual gave us all new interest in the work, and we were very sorry her time with us was so limited.

We have changed the usual order of our socials by giving a supper from five to eight, many remaining later to spend the evening in a social way. Last week we held a warm sugar social at the home of our President, Sister Rogers. A large number were present, the young people favoring us with a very interesting musical program.

We moved the first of the year into the Odd Fel-

lows' hall, where we will be glad to welcome any visiting sisters.
MRS. C. A. HAMMOND.
Collinwood, Ohio.

Editor Railway Conductor:

I am proud to be able to report Division No. 83 flourishing under the supervision of its efficient officers and progressive members. At our last meeting, Thursday, April 16th, we had a fine showing of names on our register. There seems to be a growing interest in the Division, which is very encouraging. Two new members have joined our ranks, Mrs. Tracy and Mrs. Hilton, and one candidate waits for admission at our next meeting.

Our deepest sympathy is with Brother and Sister Ruggs in the death of their little son, Eugene.

We cannot tell who next may fall
Beneath thy chastening rod,
One must be first, but let us all
Prepare to meet our God.

At a subsequent meeting resolutions were adopted extending condolences to the bereaved parents upon whom the burden of this great grief rests most heavily.

One of the items of interest which I have to record is our grand ball, given at the Union Opera House February 21. Owing to illness in my family I was unable to attend. I am sorry I cannot give more particulars about our ball outside of its being a very brilliant affair and a decided success financially and socially.

We extend a cordial invitation to all Sisters of the Order to visit us.
CORRESPONDENT.
Ogden, Utah.

Editor Railway Conductor:

Sometimes we find something in a back number which puts us in a humor to write, and I find it to be so in this case. It seems that one of the Brothers of 170 has been criticising the supper we gave recently. It might be called "Dutch," as he says, but as for being held on an Irish street, that we won't allow. Then, our Jersey friends say that we are Dutch, so you see we don't agree with the Brother in that particular. All the Sisters join in hearty thanks to the Irishman who so generously assisted us by selling the yellow card tickets, and I assure you, we don't feel that there was any "knocking down." Had the tickets been in charge of Brother "D," we would not have felt so safe. Now, Brother Dugan, or Dennis, as you call yourself, if fortune ever brings you this way, give us a call, and you will find that we play a straight game all the way through, even in pinocle. Nevertheless, our supper proved a complete success. We also realized quite a neat sum from a lovely cake, which was presented to us by our Past President, who is always waiting to do an act of kindness for the Division.

One of the most pleasing events in our history was that of Monday, May 24, when we had a short visit from our Grand President, Sister Moore. During the session a brief intermission was given,

and a light luncheon served, which was enjoyed by all, except Sister Weaver, who did not care to eat. We have always wished to have Sister Moore come east, and now our wishes have been fulfilled. I can safely say that all our Sisters were more than pleased with her presence, and have only one regret, and that is the shortness of her stay. We all hope she will come again. Sisters from Altoona and Pittsburg were also present, and were entertained by Sister Ross at dinner, several of our own members keeping them company.

The ladies of 47 wonder what has become of the correspondent for 143, as we see nothing from him except a Dutch letter, and we cannot understand that, since Brother D - says we live on an Irish street and give Dutch luncheons on an Irish day.
Harrisburg, Pa. MRS. A. GILLILAND.

Editor Railway Conductor:

Columbian Division is growing nicely with one or two new members for every meeting. The Auxiliary has already proved a source of great enjoyment to us, and we hope that every conductor's wife outside our charmed circle will take advantage of the first opportunity to join. Our motto is true friendship, and it should be practiced through life, with a warm heart and a friendly hand.

On the evening of April 28 the members of Division 40 gave their eighth annual ball and reception, which proved very successful in every particular. Some of our members assisted Grand President, Mrs. Moore, in organizing the new Division of the Auxiliary at Erie, Pa. Among those present were Sisters Keating, Florian, Beck, Nevins, Ferguson, Watt, and Taylor. The Buffalo ladies filled the chairs and went through with the new work.

We were recently favored with a visit from Sisters J. T. Walsh, C. T. Burrows, G. J. Fowler and C. Lippencott, of Elmira Division, and we shall be glad to see them again at any time. The same invitation is extended to all our Sisters.

Buffalo, N. Y. MRS. ALEX. MOWINGS.

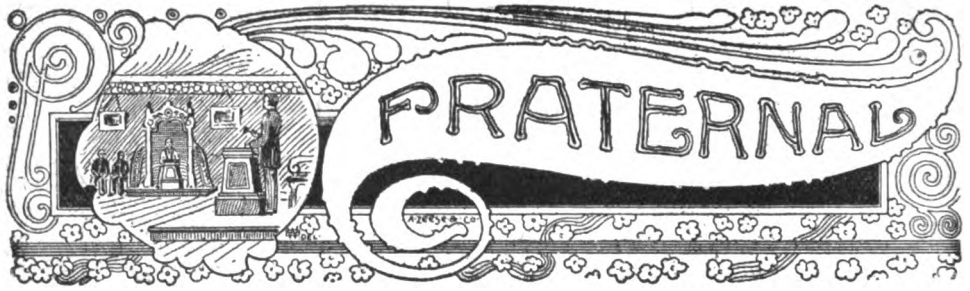
Editor Railway Conductor:

Since my last communication our Division has added two new members, Sisters Lee and Owens. The latter has had the misfortune to lose her brother since joining us. When the angel of death takes our loved ones away we can only say, "Thy will be done." Our dear Sister French has also met with a great loss, her mother having been called to her final reward. Who can fill a mother's place? Only time, the great healer, can ease her aching heart.

The ladies of this Division gave their annual hop at Anchor Hall May 15, and, although it rained nearly all the evening, we had a lovely time dancing. The refreshments were very nice, consisting of strawberries, cream and cake. I cannot close without a word of praise for the ladies on the committee, each one doing her part cheerfully and well.

St. Louis, Mo. MRS. ARNOLD.





Editor Railway Conductor:

In the promotion of Brother Herbert Cronkhite to the position of passenger conductor the company selected a man who is thoroughly qualified, and placed reward where it had long been due. Brother Cronkhite is a man of temperate habits, honest and upright in all his dealings and one who may well be regarded as a shining example of the better class of railroad men. He started to work for the Burlington as a passenger brakeman on the main line, and when the branch was completed from Wymore to Holdredge he was given a freight run because of his many good qualities. He worked in that capacity for ten years, until his promotion of a few days ago. If his health does not fail there is reason to believe there are still greater rewards in store for him. He has a host of friends on the southern division who wish him success and happiness in the future.

H. E. MARKLE.

Wymore, Neb.

Editor Railway Conductor:

Wayne Division 119, though seldom heard from, continues to move along in first-class condition. We have a good membership and good attendance; several new members have been added the present term and more are expected. The unity and harmony that exist in Wayne Division is hard to equal. This, I believe, is as it should be, and creates enthusiasm and a feeling of confidence in each other. Our Chief Conductor is the right man in the right place. His rulings are honorable and just to each; he has the love of the Order at heart, is a strict follower of the law as promulgated by the Grand Division, and is respected by all for the position he takes.

The sunshiny condition of our beloved Division was suddenly clouded by sorrow, universally expressed: one of our number, whose wise counsel has been so often heard in our Division, was suffering awful pain. Brother John G. Uran, while in the discharge of his duties on the C. & E. R. R. at Lima, Ohio, met with an accident necessitating the amputation of his right leg, and received internal injuries which left but little hope for his recovery. The accident occurred on the early morning of March 7. Brother Uran bore his suffering with heroism until the 13th of April, when, as the evening shades were falling, his noble soul left us to try the realities of an unknown world. The remains were laid to rest in Lindenwood Cemetery, Fort Wayne, with the impressive and beautiful burial service of the Order. A number of Brothers from Huntington, Ind., assisted. Brother Uran was a loving husband and a kind and affectionate father, and a loyal conductor, and leaves a wife and four children to mourn for him who is gone, but not forgotten.

Brother M. L. Howder has the universal sympathy of the Order in this, his day of sorrow. His bright and interesting son Don, eight years of age, met sudden death by accidental drowning. Don was a favorite with all who knew him. Brother and Sister Howder, although we cannot fill that aching void, yet we sympathize with you in your bereavement.

Brother Ed. Erickson, who was suddenly stricken with apoplexy four months ago, is slowly recovering and is, on bright days, again able to be on the streets. Our Division is composed of members from all the roads with division terminals in Fort Wayne. Our field for increase of membership is a rich one, and our prospect is bright to have, in the near future, a great big hall full of the noblest, best and most honorable men on earth. True to the companies they represent, true to their fellows and true to their families, they surely have a right to that title without boast.

R. B. EVANS.

Fort Wayne, Ind.

Editor Railway Conductor:

On April 19, Mascot Division 59 L. A. to O. R. C., extended an invitation to the Brothers of Division 157 to go with them to Portland, Maine, and on the above date, forty of the Brothers with the Sisters assembled at the Union station of the B. & M., and through the courtesy of General Manager D. W. Sanborn of that road, who had kindly furnished us with transportation and a special car, which was attached to the regular Bangor express, in charge of Brother Webb Sanborn, made the trip. At Lynn Brother and Sister Cunnard joined us; at Newburyport Brother and Sister Pousland helped swell our ranks. It was Sister Pousland, I understand, who gave Division 59 the name of "Mascot." We also found Brother Wharton, who was unable to go with us, at the station with a pail of lemonade for the Sisters, and a tub of the same material for the Brothers, only ours had a telegraph pole in it to keep it straight. On reaching Portsmouth, all were served with some of Hon. Frank Jones' lemonade. On arriving at Portland, we found a Reception Committee in waiting from Pine Cone and Pine Tree Divisions. Carriages were taken to the Falmouth House for lunch, which was keenly relished by all, excepting Brother Chapman, who had some gum given him on the trip down, and he very unwisely took out his store teeth and tried to "gum it." The gum got stuck in the roof of his mouth, which left him unable to drink or talk, as all will testify who were at the entertainment in the evening. We all felt sorry for the Brother, and especially to think he was unable to join us in Room 2, where we were shown the way the Lake Sebago

water is treated before it is drank by the good people of the Pine Tree State. Your correspondent tried it before and after, and I must confess it suits my taste better after being treated.

Brothers and Sisters Silsbee and Beatley came down Saturday evening. Landlord Martin got the tip in time, as they had been there before he was prepared, otherwise, I am informed, we should have fared slimly. After lunch each adjourned to their respective halls: we to witness the work of Pine Tree Division, but as there were no candidates, we did not have the pleasure of witnessing the excellent work for which Division 66 is noted, but we did have the pleasure of hearing some of its good speakers, especially Brothers Berry and Hodgkins. One familiar face was absent, however, which was missed by all—Brother W. Sprague, who has just been promoted to the position of division superintendent of the M. C. R. R. with headquarters at Bangor, Maine: this also goes to prove "Jack Rabbit" theory, that there is a chance for advancement beyond the position of conductor. Brother Sprague commenced as brakeman, worked his way unassisted, to baggage master, conductor, and finally to the high position of superintendent. His many friends in and out of the Order wish him God speed and success in his new field of labor.

At 6 p. m. dinner was announced by Landlord Martin, who knows so well how to cater to the wants of the "inner man," and the way the many good things disappeared, would lead one to think a cyclone had struck the table. Brother George Thayer said it was that lake water that gave us such an appetite—"he ought to know." At 8 p. m. we all adjourned to the hall, where an entertainment was given, consisting of recitations, songs, etc. The most laughable part was a debate. Sides were chosen. Resolved: That a baby carriage is more useful than a bicycle. The judges decided in favor of the baby carriage. At 10:30 we returned to our hotel and got more "lake water," when goodby was said. All being in harmony with the true spirit of our motto, this meeting was one of pleasure and long to be remembered by all. The members of 157 wish to thank the Brothers of Pine Tree Division for their open hospitality, and I can assure them, if they will visit us in the near future, we will try to do likewise. The Sisters of Pine Cone Division did all they could to make our visit one of pleasure, how well they succeeded, I will leave it for my readers to judge. As we were the guests of Mascot Division, I don't dare say all I would like to in favor of Pine Cone Division and its pretty women. (take care). Now, this year I believe it is the custom for the ladies to "ante": in this case, however, I had to buy my own clothes.

At 11:30 p. m. carriages were taken for the depot, where we boarded our car, which was attached to the regular midnight express in charge of our Chief Conductor, Silsbee. On our homeward trip Brother Beatley, in his sleep, imagined he was at papa-in-law's house, eating French fried potatoes and broiled steak: poor fellow! Brothers Cowell and Day made so much noise we could not sleep in the forward part of our car. I understand that Sister Haskell cried herself to sleep, because she was lonesome and it was so quiet. Sisters Baker and Saunders sang duets in their sleep. Poor Sister Thayer got lost in her suit she had made for her in the Peary Expedition. Brother Varney and wife got tangled between the seats. Sister Washburn

lost her front hair coming through the tunnel. Sister Cunnard dreamed she was moving, and fell off the seat. Sister Smith took off her shoe, which caused the steam heat to be turned on. The men were all very quiet, so was Sister Silsbee, who took an opiate on leaving Portland.

We arrived in this city on time, somewhat tired, but thoroughly happy.

On Tuesday we held our regular week-day meeting, with Chief Conductor Silsbee in the chair and a good attendance. We initiated one candidate and have nine more to follow. Our week-day meetings bring out quite a number of the Brothers who, through their runs, are unable to be with us on Sundays. Among those who came was Past Chief Conductor Royce, who is training for a swimming match with Brother A. H. Brown, on May 30. Your correspondent would like to get the tip, as considerable money has been placed in my hands to be put up on the result. Brother McDonald said Brother Brown has a "sure thing." Brother Eagan said, "It will be a toss-up," (time and tide will tell, however).

Brother Swan, of the R. B. & L. R., is running a bake-wagon as a side line and he has made a contract, I understand, to look out for our goat during our vacation, as he can use him in the cart.

Brother Mansaur, who has been sick the past four weeks, I am glad to say, is rapidly recovering.

Brother Burk overloaded his stomach at Portland, and has just got back to work. G. E. S.
Boston, Mass.

Editor Railway Conductor:

The months of April and May, with their sorrows and joys, have come and gone, leaving a good share of both with Division & Co. (Division 23). The latter Division has lost one of its most respected and devoted members in the death of Mrs. J. H. Jones, wife of Brother Jones of 44, who has the sympathy of both Divisions in his great loss. At a regular meeting April 5 very touching resolutions in regard to her death were adopted by our Division.

We have increased our membership by some half dozen, both by the "transfer" track and goat short line, and have several on our switch list to be placed on the O. R. C. track when everything is favorable for so doing.

Our members were not a little surprised on April 22 when the following notice appeared on the doors of the American National Bank of this city: "This bank has closed its doors by vote of its directors." Our surprise originated from the fact that some \$977 Division money and \$106.50 funeral benefit fund had been placed to the credit of Division 44 in said bank. But who's to blame, and who can tell where is a safe place to keep money? Well, we are not going to cry over "spilt milk" or money, and our members are living in hopes that all or a part of the funds may be recovered. Some of the members of the L. A. were "skeered," but they had their's safely in their "inside pocket, don't you see."

Many of the boys who have been braking on the smoky end of the "swine run" all winter are anxiously awaiting the "stock rush" on the Gulf and Santa Fe roads, which, by the way, is just beginning and promises to be heavy this year.

Our old friend "Boquet Bill," an old-time N. P. conductor, lately deposited an application with the Gulf and has returned to his first love—railroading—"be dag-gum!"

The many friends of Brother John Kissick will learn with regret that he will have to undergo a surgical operation on the arm he has been laid up with for nearly a year. He is going to Salida to place himself under the care of the chief surgeon of the D. & R. G. railroad. The discovery was made by the wonderful X ray method, he having a photograph of his arm taken, showing the exact condition of the bone. His estimable and faithful wife will be with him while at Salida, and every member of Divisions 44 and 23 will anxiously await John's speedy recovery.

Brother George Tarr, an old-time U. P. conductor, visited Denver the latter part of April. He hails from the K. C. F. S. & M.

Division 44 remitted the local dues of its "short-handed," or disabled, members, Brother Brainard, Brother Seaburg and your humble servant, for which the Division has the sincere thanks of the trio.

The ladies of Division 23 gave a high-five party on the evening of April 9, which proved a very enjoyable affair, and enriched their treasury about \$35. Our better-half told us "how it happened," which brought tears to our eyes when we learned what we had missed. They also danced on the 16th, and "I danced with them." It was their fourth annual, and was enjoyed by a goodly number, despite the fact that snow and rain poured down all the afternoon and night. The voting contest for the most popular lady of Division 23 resulted in Mrs. John Clark carrying away a beautiful card receiver, and Brother Charley Gardner, our worthy Secretary, walking away under a brand-new "hard-oil finish" hat. I don't think this is what closed the bank, what others say to the contrary notwithstanding.

Horror upon horror have lately struck our great Cripple Creek in the shape of double fires, which occurred the 25th and 29th of April. The origin, at this writing is not exactly known, but is supposed to have been the work of firebugs. The business portion of the town is almost entirely wiped out. Our noble people were not long in going to the aid of the unfortunates, and rescue trains were soon speeding to the scene of destitution, loaded with tents, bedding and provisions. The loss is roughly estimated at one million and a half, and most of the inhabitants are left utterly homeless. The railroads are very generous in transporting all goods to the sufferers free of charge. Stacks of bread, bacon, blankets, etc., are daily sights on our depot platforms. Some half dozen people are supposed to have perished.

We are all glad to know Brother Webster is back to work on the Rock Island.

We note from a letter from the Secretary of a California Division that an old-time Denver "switcher" known as "Kid Ham" has been "doing dirt" in that section. He is noted for his talent in this kind of work.

Brother J. J. Bresnahan, of La Junta, informs us that business is unusually dull on the Santa Fe in that section, and the chances for a better condition of affairs looks gloomy.

In reading THE CONDUCTOR I find that "the letter that we looked for" "wasn't in it." In order to get "into clear" without "sawing" will say the said letter was probably crowded out on account of it being Directory month, and on account of other important matter that had "rights" over it, and that, using a slang railroad term, our boys have "no

kick coming," as the editor has only "run around" us twice in eighteen mouths.

We are still selling O. R. C. stock at the same old corner, at the same old figures, and find a steady demand for same.

The "Smooth Line" and the U. P. freight boys are looking happy, as the stock business is fairly on, and from the great display of Irish (green) signals in front of the engines, they have plenty to do. Most of the roads out of Denver, and especially the D. & R. G. and Burlington, are enjoying a good passenger business.

Arrangements are being made to make a much larger display of the Mountain and Plain Festival this year than last, so say the papers, and this will swell the finances of the hotel and railroad man, as well as many others in like business.

Brother Frank Elliott, of the D. & R. G., has our personal sympathy, and the sympathy of Division 44, of which he is a worthy member, in the loss of one of his truest friends—his left arm—above the elbow, which was amputated April 26, on account of cancer. The loss, however, does not prohibit his riding his bicycle, which he will find a source of much pleasure in his gloomy moments. The arm is now well.

Brother John Kissick, who had an operation performed on his broken arm the early part of May is, with his wife, at this writing still at Salida. An inch was taken from each end of the bone at the broken place, and I understand his recovery is very backward.

Brother Wilkins, A. G. C. C., met with us, presided over a special meeting called for the occasion, May 31, and entertained us in a very able manner with some excellent advice. We would like to have seen more than thirty-five members out, but non-attendance, like the festive tramp, shows itself with the approach of spring or summer, for some of our boys have hard runs and long hours on the road while others have hard runs and long hours after

The giddy girl with the bike on the whirl
And the bloomers built for two.

We can only say we are sorry for those who could and did not attend this meeting, for it was indeed a treat. We were all much impressed with Brother W. and would be pleased to have him with us every meeting, or say twenty-four times per annum. He is an eloquent speaker, and his ideas are brought out with that ease, grace and meaning that denote knowledge and refinement. His remarks are entirely devoid of slang phrases, which adds much in making him the interesting gentleman he is. We will say for the benefit of Brothers who are in his pathway, do not miss meeting him, whatever you do. You have the key to our house. Brother W., so COME—early and often.

Did you read the article entitled "A Superintendent's Sensible Sayings," in the May issue of THE CONDUCTOR? If not, do so, for it is sure o. k.

Are we going to have a picnic or an excursion this year; or did last year's efforts scare the picnic idea out of us? Let's try it another round, before the season is over. What do you say? Division 23, are you brave?

Brother Bartlett is at home on account of sickness of Mrs. B., who recently had a surgical operation performed. When seen on the 31st, Brother B. informed me that she was doing quite well.

Conductor George Reese has the sympathy of his many friends, in the loss of his wife, May 19th. She had given birth to a fine baby boy about a month previous, and, after recovering from her sickness, had a tumor removed, but the operation proved too much for her.

Brother George Shchignor left Denver about May 30 in search of office. He is a worthy member of this Division, a genial good fellow, a first rank railroad man, and entitled to anything in the way of a job or favors.

We had a moderately fair day on the 30th, the first without a drenching rain for about three years, and the annual twenty-five mile bicycle road race came off in grand style. A train of fifteen loaded coaches was run out on the D. P. to Platteville for the accommodation of those who wanted to view the race.

Brother Hackett, of the Burlington, is on a thirty days' visit to his home in Iowa.

Brother Lou King, who runs the "Buckwheat Central," or "Buttermilk Southern," on the B. & M. to Lyons, has been off a long time this spring in search of health, but took his run about the last of April.

Brother Lee has been regularly assigned to the "Buckwheat" freight run on the B. & M., Denver to Lyons.

Brother "Jimmy" Greiner is laying off on account of rheumatism.

HOT TAMALES.

Denver, Colo.

Editor Railway Conductor:

The day after I wrote my April letter a new program came out on the New Jersey Central, making a number of important changes among the conductors and trainmen, but leaving the runs of the engineers and firemen the same as in former schedule. Our summer time table should reach us by June 1st, possibly not before the 15th.

The Lehigh Valley put on a new fast flyer between New York and Buffalo May 18, known as the Black Diamond Express. The name was obtained by offering a reward of \$25 for the best suggestion.

All railway employees at Mauch Chunk federated their common interests by holding a fair and festival on April 23, 24 and 25, to raise funds towards paying the expenses incurred in their memorial day exercises in honor of deceased Brothers, to be held in June.

Brother Mumbower, the worthy and hustling Chief of Division 153, promised to write a letter to THE CONDUCTOR some time ago. Owing to having a steady run with a rush of candidates at every meeting, besides running a poultry farm, and whenever and wherever he can, saying a good word for the Ladies' Auxiliary, one can see where his time is limited for letter writing, but with a week's suspension of coal the last of April, I live in hopes to see a letter soon from this good Brother.

Brother Edgar Parks, of Morris Division, No. 291, is lying sick at home with typhoid fever. Brother Bailey is running his train. We hope for his speedy recovery.

The sad news flashed over the wires May 18 that Brother Jas. Conroy, of Mauch Chunk Division, No. 153, had met with a fatal accident while making up his train at Scranton Yard. It appears that a car had been pushed off the end of a track, and Brother Conroy, in trying to put it on, put a stone under the truck to crowd it nearer the rails, but

instead, the car tipped over and caught Brother Conroy's head, breaking his neck. He leaves a wife and one child, an aged mother, and a host of warm friends to mourn his untimely end. Brother Conroy will be remembered by the Brothers who attended the Grand Division in Toledo, Ohio, as the delegate from Division No. 153.

Brother Wm. W. Frasher, of Division No. 37, is still on the invalid list. He and Mrs. Frasher left today for New Haven, Conn., for a visit among relatives and friends.

Brother L. Parker Titus is making his annual round of visits to the list of Divisions under his jurisdiction, as chairman of the General Grievance Committee on the New Jersey Central System.

At our next regular meeting we expect a social visit from the local Division of the B. L. E. Of this, more anon.

Business on the roads centering here is fairly good, so that the "boys" are living.

It is nearly a year before the next Grand Division will meet in Los Angeles, Calif., but time will fly by very rapidly, and all Divisions will soon have to elect their delegates, instructed or uninstructed, as to the different measures and laws that will come up to be acted on for the greatest good of our beloved Order. May each delegate go there determined to do his very best for the membership at large.

WM. C. ROWLAND.

Phillipsburg, N. J.

Editor Railway Conductor:

As Division 122 has had the pleasure and profit of a visit from our worthy Grand Chief Conductor, Brother E. E. Clark, I shall endeavor to give a few lines referring to the undoubted benefits that always attend and follow his presence at any meeting.

We had looked forward to this visit of Brother Clark's for some time, inasmuch as we had several questions that can only be settled satisfactorily by those officially authorized to do so. Brothers from nearly all the New England Divisions were with us, and I trust enjoyed the meeting and its results. Brother Clark gave us an interesting address upon the duties and present efforts of our Grand Officers, touching especially upon the arbitration bill and the virtues and possibilities of a system of federation of all contemporary orders upon the different systems. After the close of his address he invited questions and criticism from any or all present, and during the hour following, lots of interesting information was brought out and numerous Brothers who were on the wrong side of the arguments in some of our recent discussions were shown the error of their ways and put upon sound, logical footing. While Brother Clark brought us encouraging news as to the general upward trend of business, he still placed the fact before us that it would require steady, earnest effort in our own behalf to bring our standing, taken collectively, to what it was previous to the hard rap of two years ago. Coming, as we are now, to a presidential election, it behooves us as individuals and as members of our beloved Order, to study the political situation as best we can, and try and put ourselves on the right side, in favor of ourselves, our co-laborers and humanity in general. The time is past for workmen to go to the polls and vote as they were told. They should now study for themselves and see that their blind confidence in party and party

leaders has put them in a hole, and consequently they should put aside their party feeling and vote for men. Men whom they know are on their side and who have the interests of the working people at heart. There is where our different legislative committees should show themselves effective, and by a proper presentation of evidence in black and white, point out the enemies of the working people and circulate the legislative record of those enemies in a manner that would prove effective at the polls. There is no doubt as to the ultimate result of a strike in any particular branch of industry at the present time, because the fact that there are nearly two men for every job, points out conclusively that the strike for the present is a very poor means of advancing our interests. Education—education along the lines of progressive political thought, always putting principle before partisanship and humanity before blind obedience to party leaders, that, and that only, can effect any material benefit to us, excepting what we can secure by diplomacy in conferences and agreements with our employers, and these last are so easily abrogated that they are questionable benefits at the best. Proper political action devoid of partisanship is our only hope for any lasting benefits.

Owing to the lethargy of one of our Massachusetts Divisions, we have not yet completed our organization of a legislative committee, but as the Grand Division is after them we expect they will pan out pretty soon.

I trust all the Brothers read the very interesting letters of Brothers Welch and Strader in the May CONDUCTOR, because there is thought-producing material of the first quality in both. I fail to see any answer to my inquiries about air brakes and single track in the April CONDUCTOR, so I conclude that those who know these things are somewhat selfish and want to keep their knowledge. I shall give another small one on the air brake to see if it meets with any better success than before.

I was out on the wrecking train the other day and we had four cars with quick action brake. Now, the wreck master was loading some heavy stone onto flat cars and gave motion to set the derrick car for lift: we ran ahead thirty-five feet and engineer applied brake and stopped; we lifted stone and motioned to back up thirty-five feet to flat car: engineer released brake, backed up to flat, applied brake in emergency, but we ran by ten feet; he released brake, ran ahead ten feet and applied brake and stopped, with aid of reverse lever. We now lowered stone and repeated performance about the same way ten times, the engineer holding his brake on while we were lifting and lowering stone, and every time he would run by the flat car, although he applied the emergency. Now, Brothers, why 'tis, is it?

I suppose the absence of practical road topics in our CONDUCTOR called forth the comparison spoken of by "L." in regard to its "seedy" look. Why was it?

Our charter is draped in mourning, occasioned by the death of our tried and trusted Brother, Samuel B. Flagg, who passed away peacefully at his home, April 19, 1896. Brother Flagg was a charter member of our Division, and held office as I. S. for several years, holding that office at the time of his death. At our annual election it was our custom to overrule Brother Flagg's declination of his office, until at last he accepted it as a matter-of-

fact that he would occupy that chair. Known by thousands and liked and trusted by all who knew him, Brother Flagg lived and died in a manner characteristic for its uprightness and true conception and performance of every duty. My Brothers, the uncertainty of life should be sufficient argument that we cannot tell at what moment we may be called by the Great Superintendent above, and therefore we should endeavor at all times to present an exemplification of the Golden Rule, and so be ready to present ourselves for our last examination, that will determine our eternal dismissal or our everlasting promotion.

I cannot close until I refer to the undoubted excellence of the manner in which Brother Clark put Brother A. W. Edmonds of the B. & A. through the initiatory exercises, and the undoubted benefit of having those exercises memorized by the officers of the Division. It surely has a different effect upon the candidate and awakens more interest from those members present. Trusting that we may have the pleasure of soon again meeting our Grand Chief Conductor and the other Brothers who visited us, I will now close, as my paper has run out and I am 100 miles from any stationery store where they sell on Sunday without sandwiches.

Boston, Mass.

Editor Railway Conductor:

It is my painful duty to have to chronicle the death of Brother J. T. Murray, a member of St. Louis Division No. 3, who was killed at Cameron, Tex., January 28, while in the discharge of his duties on the G. C. & S. F. R'y. Brother Murray had not been with us very long, but in the short time that he was, he impressed everybody very favorably, and deep regret is expressed at his untimely taking off. Brother R. L. Carmcross accompanied his remains to his home at Rolla, Mo.

We are glad to state that Brother Hansen, a member of Division 53, who had the misfortune to lose his leg in an accident a few months ago, and who is confined in our hospital at this place, is progressing very nicely, and the doctor says will come out all right. Brother H. is a member of Series B in the M. B. Department.

Well, Mr. Editor, I cannot close without telling about our ball and banquet, and at the same time make a confession. I was very skeptical on the ball question, and I bitterly opposed it, for the reason I did not think the conductors could possibly arrange and manage such an affair, and do the Division credit, especially when they would have to follow the recognized leaders of society, the "B. P. O. E.," but I was mistaken, and mistaken badly. The "B. P. O. E." have lost the medal, the conductors taking it away from them, by giving the society people of Temple the swellest affair that was ever given in their city. The banquet was managed by the wives of the conductors, and as managers, I must say they know their business. Our Chief Conductor also knew his business when he appointed Brothers Campbell, Kilpatrick and Parker as the managing committee. These Brothers are certainly energetic workers, and have the welfare of the Division at heart. He also displayed his wisdom when he appointed Brothers Lawrence, Jefferson and Hooper on the refreshment committee, and I am led to believe that the idea of asking the ladies to manage the banquet origin-

ated with the refreshment committee. It was a happy thought, and to the ladies (God bless them all), Division 18 extends our heartiest thanks, and hopes that they will all be spared to render us the same service at our next annual. The light fantastic was tripped until the "wee sma' hours" to the strains of delightful music furnished by Herb's Orchestra, from Houston. The elite of Bell and adjoining counties were present, and the elegant toilets of the ladies, together with our beautiful decorations and many-colored lights, gave the scene a splendor that will never be forgotten. The conductors certainly scored a success. X. Y. Z. Temple, Texas.

Editor Railway Conductor:

It is my fault that we have not been heard from for some time, and I beg to apologize therefor. I am especially sorry that my letter relative to the anniversary celebration by the ladies of Division 2 could not be accepted for the April number, but my failure to give proper signature accounts for it, and I can only censure myself.

Dauphin Division is coming to the front very rapidly and bids fair to soon become the banner Division of the state. We are having a large attendance on our meetings, and it seems to be constantly on the increase. There was an excellent representation at our regular meeting April 19, and several initiations. There were fifty-one of the Brothers present May 3, and we took two new men into the ranks. In addition there are four or five petitions pending, with others to follow. Our meetings are alive, and all the members seem to be awake to the best interests of the Division. We were pleased to welcome among us again Brother W. H. Smith, who has been ill for the past seven months. He is looking cheerful and able to be on his run again. Our visitors were Brother Nelson Adams, of 229, and Brother Zell, of 172. We were pleased to see their smiling countenances, and hope they may give us another call at an early date. We are always glad to welcome visiting Brothers, and they will always find the latchstring hanging on the outside.

EMMETT.

Harrisburg, Pa.

Editor Railway Conductor:

Division 100 is again called to mourn the loss of one of its members, Brother N. S. Ohler, who died March 28 from injuries received March 26, while making a jerk of the caboose with the whole train. The brakeman was on rear end of train and front brakeman near engine. Brother Ohler pulled pin and gave signal to go ahead, and in starting quick after giving slack, the long train jerked him off the rear end of cut and caboose ran over him. He was taken home and then to the hospital the next morning, where he died. Brother Ohler was married, but had no children, and his wife receives \$1,000 in the Insurance Department. Brother Ohler was employed by the F. & O. C. R. R. at the time of the accident. The members who knew him speak in the highest terms of him, and extend heartfelt sympathy to Mrs. Ohler in her sad bereavement.

Hollingsworth Division gave its seventh annual ball on April 30. It was a grand success, both socially and financially. There were forty or fifty letters from the officers of the different lines of railroad centering in Columbus, wishing the Division good luck, and expressing themselves as

sorry that other engagements would keep them away. There were between eight hundred and one thousand persons present. The stage was handsomely decorated with bunting, potted flowers and palms, with G. C. C. Clark's portrait in the center of the stage. The painting by Mrs. Arm-brester, representing two passenger trains meeting at a station, was the attractive point of decoration. The Ladies' Auxiliary served supper and deserve great praise for the manner in which they handled their part of the program. The success of the occasion was mainly due to the untiring efforts of the committee, which consisted of J. W. Moore, chairman; Ed. O'Brien, A. C. Hartman, Wm. Beard, C. C. O'Hara, and E. M. Draper. The sum cleared will amount to between \$150.00 and \$200.00, of which they are very proud. C. W. SOUTHARD. Columbus, Ohio.

Editor Railway Conductor:

My desperate efforts to give the news from Division 295 seem to have brought out some criticism from the Brothers, and a few say I went too far in the May number. Naturally, they would like to know who is doing the writing, and I understand that Brother Willmot has accused Brother Marren, or our S. and T. of being the guilty ones, but if the editor will stand by me the news will continue to come as it happens.

The C. L. & W. R. R. is doing a pretty good business since the lake opened. We bring coal to, and take ore from the lake; so you see loads both ways make pretty good time for us. Brother Raymond handles the bills on the local and gets in on time—some times. Brother Hadaway has the snap run, hauling gravel, and when he overtakes us, well, we just get in to clear for him and then he gives us the laugh. Brothers Zellner and Willmot have the cinch on the moonlight local. They say the company wants good men on these runs, and there is no mistake in that, for they are "A 1." Brother Glasier is with the W. & L. E., at Don, Ohio, handling the telegraph key, number taker and general roustabout. Brother H. A. Cook is polishing wheels on the same road. Brother Rosa is again with the C. L. & W. and has a winning smile for all.

When the boys meet Brother F. Marren they just bow and tip their hats to him, and when they meet him on the road they crawl into the waste box with bated breath, for they say he is a hard bumper, but when Brother Stamets says, "Frank, lie down," he falls and keeps him in chewing gum for a "stand in."

Brother Osgood, who handles the Cleveland local, says he has the "only" crew, Brothers Kilfoyle and Luts. It is the only freight run on that part of the road. Brother J. W. Marren, who has been on the sick list, is around again with his ever-smiling face, and we hope for his return, so we can abuse him as of old, at a distance, only. Brother Cuddleback can furnish fish at a moment's notice—he reports big catches. Brother Mead is down with the typhoid fever, but we all hope it will not be serious and that he will soon recover. Brother Myers is holding the steel plant pony down, and reports good business. Brother F. O. Cooke can railroad off duty as well as on.

Our worthy night train master, Brother Howe, knows how to handle men, and since the lake traffic has started in, says his sleep is badly broken up. Frank knows how to do business, and when you go

to him for information you get just what you ask for. From this out I am going to keep a record and haul over the coals or even make mention of all careless attendants so all will know who take interest and who do not. Now look out for your name.

L. O. RAIN.

Lorain, Ohio.

Editor Railway Conductor:

A special meeting of Los Angeles Division, No. 111, was called to meet May 15 to receive Brother Wilkins, Assistant Grand Chief Conductor. The meeting was called to order at 10:00 a. m. After the object of the meeting had been stated, the Emblem of Authority was placed in the hands of Brother Wilkins and he was requested to preside over the Division.

He proceeded to outline the work done by the Order in the past, its financial condition and what was expected to be done in the future.

His speech lasted for an hour, and was listened to by a large number of Brothers, not only of Division No. 111, but from other Divisions. A recess was taken until 2:00 p. m., and when we returned to the hall, we found that someone had been there while we had been gone. The hall was decorated with flowers of every kind. We decided at once that it could only have been done by Angels, and they must have come from Angel City, Division No. 84. We were not held in suspense long, for shortly after the Division had been called to order, an alarm was given on the door, and when the wicket was opened by the Sentinel and he saw what was coming he was hardly able to speak. The Sen. Conductor was directed to ascertain the cause of the alarm. He, thinking that a candidate was in waiting to take the royal bumper degree, made a grab for his whip and spurs and flew to the outer room. Imagine his surprise when he saw the Division surrounded by the ladies of Angel City, Division 84, headed by Mrs. Garber, President. The Senior Conductor was given to understand that they were not to take the royal bumper degree. It was a clear case of give up, and they were conducted to the Division room and introduced to Brother Wilkins. Mrs. Garber, President, in a few appropriate remarks, presented Brother Wilkins with a beautiful bouquet of flowers. The visitors were directed to seats, and Brother Wilkins made a few remarks, after which a recess was taken. The ladies then served refreshments in the shape of cake and ice cream. This was certainly enjoyed, and by none more than the Brothers who run on the Desert, where it is so hot that ice cream will melt faster than they can freeze it, and the only thing that I could hear from them was, "I wish they would come every time we meet." If anyone thinks that Division No. 84 is dead, they are mistaken. Sisters, come again: you don't know how much we enjoyed your visit. A vote of thanks was extended to the ladies, and the meeting adjourned.

Los Angeles, Calif.

R. T. HEDRICK.

Editor Railway Conductor:

I fully appreciate the opportunity that is presented through the columns of THE CONDUCTOR to disseminate new ideas, and to discuss matters of general interest to the Order, yet I have not taken advantage of it for many months, but rather, have been acting the part of the interested reader of the numerous entertaining letters that have been con-

tributed by correspondents from every section of the country. The large number of applicants for space in the Fraternal Department of THE CONDUCTOR betokens an active interest in the affairs of the Order, and augurs well for its prosperity. To secure permanency to the Order, it is not only necessary that each member give it his undivided support, but that it should be surrounded with every element of strength. The truthfulness of this statement is exemplified in the large growth of the Order since the establishment of the Protective Fund, and the enactment of a compulsory insurance law. Every feature of this kind in which there is a common monetary interest, is but another bond to the brotherhood, and necessarily, therefore, an element of strength.

I believe it to be good policy to place new projects before the entire membership, so that they may be thoroughly discussed by the various Divisions, and understood by the delegates, before they are introduced in the Grand Division. It will be remembered, perhaps, that it was through these columns that I first introduced the idea of the non-forfeiting feature of the laws governing the Insurance Department. The result was that a large majority of the delegates came to the Grand Division prepared for such an amendment, and the knowledge that such an amendment was to be presented with an almost absolute certainty of being adopted, was the means of smoothing out many rough places in the consideration of matters pertaining to that department.

I have at present another scheme to present which is far more important than the non-forfeiting feature of the insurance laws, and if adopted, will be the means of building up an institution of which, not only the Order, but the community in which it is located, may well be proud. I perhaps can in no other way so effectually convey to the minds of my readers the ideas that I would present, as to, in fancy, go forward a few years, and quote from the "Daily Pusher," an enterprising interior newspaper, bearing date "July 1, 1907."

"There is, near the beautiful and enterprising little city of N——, a benevolent institution, which for its true benevolence, and the fraternal spirit manifested in its maintenance and management, is unexcelled. It is the Conductors' Home. A home for railway conductors whom time, disease, or accident has incapacitated for earning a living, and whom misfortune has left in straightened circumstances, or, for the orphan children of conductors. The idea of establishing an institution of this kind was introduced in the Grand Division of the Order of Railway Conductors at Los Angeles, Cal., in 1897. A resolution was adopted authorizing the establishing of such an institution, and a Board of Trustees appointed, with power to negotiate for a site, erect buildings, and take such other steps as were necessary, preliminary to its opening. An appropriation of \$25,000 was made to be used by the Board of Trustees on the concurrence of the Executive Board. The board at once set about securing a site, and after considering a number of propositions, the present site was selected, the city having guaranteed several thousand dollars toward its purchase. The site contains one hundred acres of good farming and pasture land, and when bought had a substantial farm house on it that with a few alterations was converted into an Administration building. In addition to the original building, cot-

tages have been erected from time to time to meet the requirements of the institution. There are no idlers in the Home. Every one who is able to is expected to assist with the work about the place. This is not altogether for the purpose of requiring the inmates to pay their way in part, but is considered to be essential to the preservation of health, and the securing of contentment. As there are no inmates who can perform any hard labor, special attention is given to the dairy, poultry yard and garden, and as a result the table is always abundantly supplied with the product of those departments, and a large surplus is disposed of in the city markets. This, of course, materially lessens the running expenses of the institution. A carriage and team is kept for the benefit of invalids, who are given daily outings when the weather is pleasant. A farm team and farm hand are also kept for doing the heavier work about the farm. The object of the Home is not only to provide a place of refuge, but to place those who may take shelter beneath its hospitable roof, in a position to take care of themselves. If a man is physically able to follow any other occupation, the object is, to fit him for it, and secure him a situation. The children that are placed under its protection are either provided with suitable homes, where they will be carefully reared and educated, or, if no suitable home is found for them, they are educated in the public schools in the city, and when they reach the proper age, situations are secured for them where they can make their own way. From the fact that the Home belongs entirely to the Order, and that the Order controls every dollar that is put in it, the members of the Order who have been so unfortunate as to be incapacitated from earning a living look upon it as a Home they helped to build, and not as a charitable institution, and consequently are much more ready to accept its hospitality than they would be that of any other like institution, and therefore cease being a burden to an individual Division. Another inducement for members to accept the hospitality of the Home is, that under certain conditions they can take their wives with them. In such cases the wife assists in the housekeeping, in the care of the children and in nursing.

The superintendent, who also performs the duties of steward, is an old and worthy member of the Order, and his estimable wife is matron. Medical attendance is furnished at nominal cost by one of the best physicians in the city. The poobah of the institution is the clerk, who is bookkeeper, telegrapher and stenographer, and in addition to his duties as clerk, he is required to give instruction in either of those studies to any of the inmates who may desire it. While the Home is conducted on the most rigid business principles, it would be difficult to find a more happy and contented family anywhere.

At the next meeting of the Grand Division after the establishment of the Home was authorized, the board of trustees reported a code of laws, rules and regulations for its government, which were adopted, and shortly after that the institution was formally opened, although several members had been received before that time. The cost of maintaining the Home since its formal opening, including the erection of additional buildings and other improvements, has been less than Ten Thousand Dollars per annum, or a little more than forty cents

per capita for each member of the Order."

Brothers, the picture which I have drawn I believe to be not overdrawn. I believe that everything sought to be portrayed in it, and even much more can be accomplished. Take it under advisement, as individuals, and in your Divisions, and tell us through the columns of THE CONDUCTOR what you think of it.

M. D. FELKNER.

Covington, Ky.

Editor Railway Conductor:

Division 38 is flourishing and doing business on a sound basis. We have taken in several members since the first of the year, and the old members seem to have taken a new interest, as we have a good attendance at nearly all the meetings. The boys are making fairly good time on the average, and consequently are in excellent spirits, which, no doubt, helps to make the meetings spicy and interesting.

Last January I was called to Fort Scott, Kas., on account of the illness of a brother-in-law, and during the five weeks I was there I had the pleasure of attending two of the regular meetings of Division 165. I must confess I found them as fine a set of boys as one could find in years of travel.

Joseph York Division of the L. A. is doing nicely. The members gave a May party which was well attended, and all who were present unite in commending the ladies for the hospitable manner in which they entertained their friends.

Meadville, Pa.

D. S. BARACKMAN.

Editor Railway Conductor:

Allow me to thank the Brothers of Division 187 and the Sisters of Eastern Star Division of the L. A. for their friendly visits and many kindnesses to me while I was in the hospital at Sunbury. I realized there what it was to have such kind friends. I belong to four different secret organizations, and, should circumstances ever make it necessary for me to drop any of them, I will stick to the O. R. C. till the last, since its members stood by me in my hour of adversity. Within one-half hour after I was injured a Brother was at my side, and did not leave me until the operation had been performed and I was resting easily at the hospital, and that was Brother G. P. Amerman. Brother C. S. Sherwood was also with me at the hospital, while Brother Frank Long, who was unable to be there, remembered me with a beautiful bouquet of flowers. Brother D. B. Brubaker also remembered me in many ways, especially in offering to assist me with my books until my arm is entirely well again. Brother G. E. Baker, who is so ill with the rheumatism that he can scarcely walk, came to see me, and I could mention many others of the Brothers and Sisters who have assisted in bearing my burden, but space will not permit. I wish also to thank the members of Division 180, of which I was a charter member, for their many kind remembrances in the way of letters.

E. M. McALPINE.

Northumberland, Pa.

Editor Railway Conductor:

Our union meeting, held at the Grand Opera House May 17, was a decided success, fully 500 railroad men and their wives being present. Brother G. W. Miller, a veteran conductor of twenty years' experience, but now clerk of the courts for Allegheny county, was master of ceremonies. Rev.

John Brunton, of Pueblo, Colo., Chaplain of the Home, opened with prayer, after which we were favored with some excellent music by a select quartet. The meeting was called for the benefit of the Home for Disabled Railroad Men, and it demonstrated that the boys are all interested and think it a good thing. Brother Miller is heart and soul for it, and I wish there were a million like him, as he is a hustler from way-back. Chas. Wilson, Second Grand Master of the B. of L. F., gave us a fine address. T. R. Dodge, Second Vice-President of the B. of R. T., proved to be a stirring speaker, and got down to business in a way that pleased the boys. T. M. Pierson, Second Assistant Grand Chief of the O. R. T., is A No. 1, and will make his mark in any company. Mrs. L. Shoemaker spoke for the Ladies' Auxillary to the B. of L. E., and made a most favorable impression. Among the others who spoke eloquently for the good cause were Brother Speer, of the O. R. C., L. M. Holloway, of the B. of L. F., and R. M. Stack, Deputy Grand Master of the O. R. T., as well as a number of representatives of the local bodies. Each speaker dwelt especially upon the Home, but referred incidentally to the benefits to be derived from membership in the various bodies represented at the meeting. A new interest was aroused by the meeting and it will doubtless bring help to the Home.

The dear Sisters have organized a Division just as I said they would. When Mrs. Geo. Miller takes hold of anything it is bound to be a success. It is named after our beloved friend and superintendent, Robert Pitcairn, a veteran on the road since boyhood, and they could not have found a better name, as the boys all have a tender spot for R. Pitcairn. The officers are: President, Mrs. Bella Miller; Vice-President, Mrs. Bearer; Sec. and Treas., Mrs. Nellie Burns; Sen. Sister, Mrs. H. L. Reigh; Jun. Sister, Mrs. Rice; I. G., Mrs. Morrow; O. G., Mrs. Skipper Taylor. Success to you, ladies, is the wish of the Order and of Division 144.

The many friends of Brother Bob Gale were pleased to see him at the meeting after a severe sickness. Brother Bob is one of us, and true blue. That celebrated kicker, Brother Conley, was at Division Sunday, the first time in two years. Come often, Brother Conley, as you make things lively, and that is what we need. Brother Joe Schuler wants to talk nothing but California, and Brothers Cowie and Hay are masters of all the boys who will join them on the trip, and will take the best of care of them. Brothers Martin and Dushane were welcome visitors from Division 144, and we hope they will come often. Brother McFeeters keeps all the boys smiling, and if it were not for him and the Italian Count, Brother McGuigan, all would have the "marble heart" sure. The many Brothers from Walls, as usual, did not show up. Come, Brothers, get in line. Brothers Taylor and Cowie always have several applications with them and will soon have the road the way it should be. The wife of Brother John Walters, our worthy Chief, is recovering slowly. We hope for her speedy return to health and for Brother Jack to resume charge of affairs.

The many friends of Brother Charles Saylor, who is in Aspen, Colo., for his health, will be pleased to learn that he is improving. Brother Chislett has been taking a fall out of the bicycle and expects to beat the 100 mile record soon. The boys are

talking of entering him in the New York and Chicago road race, and there will be money on him if this should happen to catch the eye of Brother Beckley (Wabash Bill).

We have had a change in the time card and one more of the Brothers has a regular run. Brother E. J. Miller is next on the list.

It will be a genuine joy to many to know that Brother Sam Miller, of the Hungarian special, is going to take the California trip. Look out for the P. R. R. boys when on their way west in their special train. They are going in style, and our General Manager, C. E. Pugh, is going to show all the roads how he treats the O. R. C. boys on his road.

Business is good in Pittsburgh, and our summer business will be better than ever. As one of our speakers said, let the O. R. C. men be the best on the road, true to the company and the Order. We have failed to see Brother Harry Pierce for many moons, and hope he will soon wake up. Brother S. S. Miller has been sick, and Brother Zeth is running the special. We now have in an application for which we have been working the last nine years. Credit for it is due to Brothers Cowie and Taylor. Brother Con Wilson is as happy as a big sunflower, all over a little baby girl. The Brothers all miss Brother Goldsby, the 500 pound boy of Brownsville, and wonder what has become of him. Among the visitors at our last meeting were Brothers Robson and Winters, and we hope they will repeat the visit. Brother G. W. Miller is candidate for reelection as clerk of the courts, and as he thoroughly deserves the votes of all the union boys I venture to predict that he will be returned with the largest majority on the ticket.

Brothers Stewart and Ody are back on their runs again. Brother Barron has purchased a house at Wall, and is going to move there soon. Brother R. B. Hawkins, for whom our Division is named, is looking well, notwithstanding his thirty-five years of service, and is as young as some of our youngest boys yet. Brother Vance, our Secretary and Treasurer, wants several of the boys to call for their cards, which have been with him for a number of months.

Kind regards to "Hot Tamales." If this should catch his eye, I wish, the first time he gets to Aspen, he would hunt up Brother Saylor, who is sick at that point. The many friends of Brother Lockard hope to see him punching tickets again in the near future. Brother O'Brian and a number of the other Brothers attended a reception at the home of Station Master Butler on his 62nd birthday and presented him with a handsome couch. Brother Mowery is back on local. We are going to put two new ones through Sunday.

Pittsburg, Pa.

CHUMPY.

Editor Railway Conductor:

At the last regular meeting of Division 334 there was an excellent attendance. One candidate was put through, and one or two applications were acted upon. Business with us is still very dull, though we manage to make enough to meet expenses.

At nearly every meeting we have some of the members of 186, which leads us to believe they are built "outen" the right kind of material. That is the way to do. If you know there is an O. R. C. meeting in the neighborhood, strike a "bee" line for it, and bang away at the door until you get in

You are sure to strike a snag in the ante room, but if you are the "stuff" you can pass o. k. Once inside, don't sit like a knot on a log; say something, if you have to spring a josh 150 years old.

Perhaps some of the Brothers are not aware of the fact that Brother Craddock has charge of the switch engine at Blossburg. He says it is the best job on the road. He has only six coal mines and two coke yards to work. He just places the empty cars, pulls the loaded ones, weighs them, and makes up three trains per day. It takes only from twelve to fourteen hours per day to do this small amount of work. Look out, Brother C—, or some of the boys will do you out of your office. Brother Craddock is chairman of our local committee, and is the right man in the right place.

I learn from some of the boys that Brother "Red" Slaton is sick in Atlanta. We hope to see him back on his run shortly. Brother A. R. Causey has been on the sick list, but is now in charge of his run again.

"JACK."

Avondale, Ala.

Editor Railway Conductor:

Division No. 204 is in an excellent condition, and the chief part of our rejoicing is because we are prospering both spiritually and financially. We are rapidly gaining new members, and, as there is plenty of good material here, we hope to have a membership of seventy-five before the close of the year.

After our last regular meeting we journeyed across the river in response to an invitation from Division 170, and were given a most cordial greeting and delightful entertainment by our conductor Brothers. First, we were taken up the river on the steamer Jamesburg, to all the different points of interest within reach. Oh, how it rained when we were again landed. Trolley cars were in waiting to carry us to a large hotel, where we partook of an elaborate spread prepared for the occasion. After the refreshments, adjournment was taken to spacious rooms, provided for our comfort, where choice cigars and talks of flying switches formed the chief order of business. A visit to the new Y. M. C. A. rooms provided by the Pennsylvania for its men, was next in order, and we could hardly admire enough the costly baths and the handsome reading and playing rooms shown us. We were conducted there by Brother Shepard, the head of the enterprise, and one of the most energetic members of 170. All were very much pleased by the visit and with the cordial welcome given. W. C. S.

Philadelphia, Pa.

Editor Railway Conductor:

The 8th of May, '96, will long be a memorable day in the history of Z. C. Priest Division of the O. R. C., since it was the date of the organization of a Ladies' Auxiliary to that grand old Division. All who were so fortunate as to be present are loud in their commendations of the fair ladies for the success of the occasion. Especial credit is due "Chief" G. H. Ellsworth and wife, also Mrs. Thomas Craig and Mrs. V. D. Rhodes, for their untiring efforts to the same end. The program was up to date and not the slightest fault could be found with a single feature. The ladies were formally organized by Grand President Mrs. J. H. Moore, and the first four hours were taken up with instructions in the unwritten work of the Order. The following are

the officers for the first year: President, Mrs. G. H. Ellsworth; Vice-President, Mrs. F. W. Burhans; Sec. and Treas., Mrs. V. D. Rhodes; Sen. Sister, Mrs. J. K. Allyn; Jun. Sister, W. J. Randall; Guard, Mrs. J. E. Gray; Ex. Com., Mrs. J. J. O'Brien, Mrs. Thomas Craig, and Mrs. E. H. Clark; Correspondent, Mrs. L. H. Norton. The other charter members Mesdames J. J. Marcey, J. W. Baker, A. P. Parmelee, C. E. Avery, J. F. McCool, M. M. Horr, G. D. Jones and J. St. Andrews.

Following the secret work the ladies adjourned to the home of Sister Ellsworth, where their husbands were patiently awaiting their coming and the refreshments. The tables fairly groaned under the load of good things prepared for them. The supper rooms were tastefully decorated with potted plants, running vines, and the flag of our country, arranged by Brother Ellsworth, assisted by Miss Ella Martin. After two hours very pleasantly spent in refreshing the inner man, the party adjourned to the home of Sister Rhodes, where the public installation was held. It was truly an inspiring sight, and many a husband's heart beat the faster as the fair initiates passed in review before them. The able address of the Grand President was listened to with deep interest by all present. A few remarks by the Chief of Division 56 and by other Brothers, were followed by piano solos by Miss May Donley and duets on piano and violin by the Ellsworth brothers, Stephen and Alexander. The remainder of the evening was spent in general sociability and dancing.

Albany, N. Y.

A PARTICIPANT.

Editor Railway Conductor:

I was obliged to shut off my last month's letter in order to catch the American mail, just as I was about to tell you of the European immigration to this peculiar country: how it affects the wages and general conditions of the native workmen, and how it does not affect the policy of the government, although the votes of the immigrants are ordinarily available for the first election after their landing—not, of course, in accordance with the law, but because of the necessities of the politicians that know no law.

I have seen great droves of chattering, ignorant Italians and Poles and that kind, not mixed together in the same flock, of course, but each unsavory kind by themselves, shuffling along in irregular procession, lead by their respective ward heelers to the judge who had already arranged with them to exhibit his contempt of the law by making of them full-fledged citizens and voters while yet they wore the very clothes, and the very stink of their long journey from Europe here.

A stranger would naturally look for such a plan to work destructive confusion in a democratic form of government, and many of the natives do, in fact, fear the power handled by the unscrupulous steerers of these half-civilized voters; but the political machinery is so nicely adjusted that no party gets an undue share of the votes, and if they did, it would result only in that party getting the offices. Votes of voters can do no more than that in this country: they can do no more than determine which of two gangs shall occupy the fat places, and in some sections of the republic they can't even do that. I am told. They vote here for men, not measures, and the fresh-landed foreigners

show to the best advantage what little sense they have by sticking closely together and bunching their votes for the men who provide them with jobs; while the native-born voters, who pride themselves on their superior intelligence, vote independently, and vote, and vote, and never get anything worth voting for.

We American voters learned over a hundred years ago, a fundamental truth which seems to be quite beyond the comprehension of the average voter of this queer country—that the interests of the classes that produce the wealth out of which all taxes, all incomes of whatever description, must come, are not identical with, but rather opposed to the interests of the aristocratic grabbers of it all. If these people would apply our American rule of politics, to vote always for just what the money lenders and monopolists don't want, and never for what they do want, they couldn't go very far wrong, and they certainly would get as much out of it for themselves as they do by their own plan of giving up everything and keeping what's left.

I am told their laws are so constructed that they must rely wholly on the integrity of the politicians they put in office, to carry out their plans of legislation and enforcement of the laws, but I guess it is rather because the bosses want it so, than because the laws are so. There is no man here, from the President down to the common bum, who knows what the law is on any given subject. Everybody knows what the law says, but what it means nobody knows until he knows who or what interest is involved. In a general way it is quite safe to say it means just what rich people and corporations think it ought to have said; and in the cases of common people it means always what the judge thinks they deserve—and in their cases it needs but one judge to settle it, while if it should happen, as it does once or twice in a thousand years, that rich men or corporations are run up against a judge who doesn't think as they do, they simply turn up their noses and go on to the next, and the next, if necessary, until they find one to vindicate their own judgment. Thus the law means one thing for one man and quite the opposite for another, and you can easily see that it keeps them guessing.

They sometimes do express their preference for a certain policy, and twice since their government was established, they have asked for, and elected a set of politicians expressly to effect a specific change in the policy of the government. Not very long ago they elected a party that had for thirty years clamored for the opportunity of squashing the fast growing power of monopoly, and of closing out the flim-flam business of "protection." They didn't squash any monopolies: they fed them on the richest of franchises and propped their power with judicial decisions exactly in accord with their claim of eternal supremacy over all the earth. And once before, the people, sick of the iniquities of chattel slavery, elected a party of politicians to accomplish, by legislative means, the abolition of the horrible system. It was different then: not only the common herd of voters, but the knowing ones, the bosses, believed the party would use their legislative power to do that for which they had been chosen, and guns were trained on them before they had made a move; and after two years of sickening strife, during

which there had been no time for legislation on the subject, Mr. Lincoln issued the proclamation of emancipation. He fired it out of a gun, and slavery was abolished, and long afterwards the constitution was made to fit the new definition of equality—that is, it was thought to fit, until the judges got hold of it. It doesn't fit now.

Well, I have run up against the limit of my time again, and I shall have to tell you by the next mail of the industrial conditions of the people in this country corresponding to our own class of high-stepping American producers at home.

Chicago, Ill.

J. S. STRADER.

Editor Railway Conductor:

In reading the letters in the May CONDUCTOR I find one from Division 118, which I must criticise a little. Through the carelessness of our correspondent or an oversight on the part of the editor our genial Brother Quinn was not given the title of "Brother." Of course, if it is on the editor he can easily square himself, but it on the correspondent I suggest a suspension of sixty days, which I am positive will be sanctioned by the members of this Division. It remains to be found out what we will do to the party at fault the next time a break like this is made. For the good of the Order I will state that Brother Quinn not only accurately carries the bills on one of the preferred runs between Streator and South Bend, but he is the main push in Division 118. Furthermore, the blue uniform he got a few days ago looks suspicious for a passenger run on the "31" in the near future, which we all hope will come to pass. Now, Mr. Editor, we give you due and timely warning not to let this occur again.

PEACE MAKER.

Streator, Ill.

Editor Railway Conductor:

In looking through THE CONDUCTOR I find a letter from Brother W. T. Johnson, of Division 351, which makes me feel like keeping the ball rolling. I have been a member for five years, transferring from 250 to 351, and like the Order better every day: not a month passes in which I do not see where it is a benefit. I am one of the unfortunates mentioned by Brother Johnson, having been removed for getting my caboose hit. But while Brothers Johnson, Hardin and Simpson are running the "Flat-Bottom" and "Copper-Bottom" excursions to Thacker Mines I am sitting on the bank of old Clinch river fishing, or am climbing the side of grand old Clinch mountain, bringing down the grey squirrels by the reckless aim of my double-barreled "skatter" gun, or gathering wild flowers on the hillside with my wife and five-year-old daughter, or attending the summer excursions to one of the grandest bits of scenery on the continent, the Natural Tunnel of Virginia, through which the South Atlantic and Ohio road runs.

I have been over a good portion of the latter and have found a number of the Brothers. What it takes, in my estimation, to make an Order man is a Brother in business and on the street, and not just in the Division room. It did me good to meet some of the Brothers on the C. & O. and B. & O. All were so well posted that it made me proud to say I was an O. R. C. It makes me feel so much more at ease when I meet a Brother and he extends to me the hand of True Friendship.

We have in our Division some seven or eight

"young runners" but they are of the best, and will work for the interest of the Order. As I cannot be with you now I hope to be remembered. Here's to Brother J. C. B—, and happiness to Charley M—, who has taken to himself a helpmeet through life. May the "Tad" look straighter to him in the future than in the past.

Now, if any of my readers can cite the writer to a job it will be more than appreciated. I think this is a way in which we can make *THE CONDUCTOR* a means of great help to the Brothers. Will always be glad to hear from any of the members of 351.

Speers Ferry, Va. FORREST MERCER.

Editor Railway Conductor:

May 14 was a red letter day in the history of Americus. It being the occasion of the O. R. C. annual picnic at that beautiful spot, "Magnolia Dell," the prettiest picnic grounds in Georgia. The picnic was given by Macon Division 123, and S. A. M. Division 284, of Americus, and was joined in by their numerous friends. The members of 123 arrived from Macon about 10:00 a. m., with eleven coaches packed. The train was in charge of Brother Little, while each coach had two Brothers, who took the "paste boards" and looked after the pleasure and comfort of their friends. Among the visiting Brothers were Brother Jesse Hall, trainmaster from the southwestern division of the C. R. R.; Brother A. N. Kendrick, C. C. of 123; Brother Hunsaker, G. Y. M. at Macon, and a host of others. The committee on behalf of 284 were Brothers Mathews, Beeland, Frederick, Gresham, Johnson, Stokes and Guerry. At the Dell the visitors were welcomed by Brother Stokes, as the representative of 284, and by Col. L. J. Blalock, city attorney, representing the city. Col. John T. Boifeuillet responded in behalf of the visitors, after which the dancing began at the pavilion. At 1 o'clock a regular picnic dinner was indulged in, spread out on the leaves, and the inner man was filled. After dinner dancing, swinging, boating, etc., were the order of business, until the warning whistle from the train told them to say good-bye and get ready for the return trip. It was a day happily spent by all and the only regret was that the time for departure came so soon. Besides the pleasure attached, Macon Division cleared about \$300 on the "pic." The fare was only seventy-five cents for the round trip, seventy-one miles, and that low rate always "fetches," besides who ever heard of a conductors' picnic being a failure?

Business south is dull, very little doing. My advice to the Brothers is to hold to what you have and not be looking for something "soft," not these dull times anyway.

A MERRY CUSS.

Americus, Ga.

Editor Railway Conductor:

We are moving along and increasing our membership slowly, one or two each meeting, and we should have six at the next, so the Brothers can see that the O. R. C. is still growing in the Mountain City. I am unable to see why so many of the conductors hang back as they do. If they only join in time, when accident comes we can then extend the helping hand, they can live easier in case of accident, and the widows and orphans will be cared for in case of death. Neither can I see why so many of our Brothers are continually finding fault with our insurance laws. We have the best insurance laws in the land, and, in my opinion, we had better let

well enough alone. Now, Brothers, quit finding fault and go to work for the good of the Order: you will find that enough to do without grumbling.

May 24 was a red-letter day for Division 172. We had one candidate for the goat to work on, but we had to do business at the rate of sixty miles per hour, as there was a surprise in store for us. At 3:50 p. m. there was an alarm at the outer door, and when it was opened about twenty ladies of Lakemont Division, of the L. A., were discovered, with their Grand President, Mrs. Moore, at their head. Our C. C., Brother Mack, turned all sorts of colors, but finally mustered up the courage necessary to come down and bid them welcome and introduce them to the Brothers. We requested Mrs. Moore to give us a talk, which she did with grace and dignity becoming her position. As we had no one to compare with her, the Brothers had very little to say. We shall be glad to welcome Sister Moore again.

The ladies of Lakemont Division are working very hard and are a great help in building up our Division, since the Brothers attend more regularly and we have better meetings. Let all the Brothers urge their wives to join the Auxiliary and each Brother who is so unfortunate as to be a bachelor should make haste to get a wife, so he can help in swelling the ranks of that most useful organization.

"S."

Altoona, Pa.

Editor Railway Conductor:

We find in the editorial columns of the *MARCH CONDUCTOR* this good advice: "Every friend of labor should keep constantly in mind the indisputable fact, that it is, not through one organization alone, but through the influence of all combined, that labor will at last receive its rights." What good advice and how timely spoken by our G. C. C. It is a maxim that we all should engrave on our hearts. It would be a good motto to hang over the portals of our Divisions. Men unite themselves and dwell in communities by virtue of what right? By virtue of the right of association. For what purpose? For the moral elevation and self-protection of all mankind. Labor organizes into association for mutual protection against the greed of organized capital. Have we carried out the tenet of our Orders? No, we have been idle, and have seen the members of all organized labor, single and collectively, driven to accept any condition or compensation that organized capital agrees we should receive, without a word of protest. Where there is an effect there is a cause, and the name of this cause is selfishness. If labor don't look out, she will strand on that hidden rock, and the breakers that will engulf the members of organized labor are, caring unduly for one's self: regarding one's own comfort and advantage in disregard of others; love of one's self to seek one's own benefit. It should be the aim of all members of labor bodies to give to each other moral and financial support if able. The second cause is charged to the self-conceited members, who are barnacles, so to speak, retarding the progress of our noble ship, Labor. Let any subject, political or otherwise, come before the laboring classes to be construed or enacted, and these self-conceited members will sit quietly while one talks, look knowingly, shake the head skillfully and retire with grave features and silent tongues, aiming to gain the reputation of being wise. Away with

such friends of labor! I like a manly man, one who has an opinion and sits in the middle of it. We can refute assertions, but who can refute silence? There are three kinds of people in the world: The Wills, the Wont's and the Cant's. The first accomplish everything, the second oppose everything, the third fail in everything. In all our decisions and actions it would be well for us to remember the suggestive inscription that was written on the gates of Busyrane. As the traveler entered that ancient city he read on the first gate, "be bold," and on the second gate, "be bold, be bold, and evermore be bold," and then he paused as he read on the third gate, "be not too bold." A man's strength should be like the momentum of a falling planet, and his discretion like the return of its due and perfect curve. Men are judged, not by their intentions, but by the results of their actions. Our labor organizations are what we make them. Forward, then; forward in the power of our own faith; forward in zealous support of our Grand Officers; forward under the inspiration of friendship and brotherly love. In closing this part of my letter, I will say in the language of Abraham Lincoln, "A house that is divided against itself cannot stand."

The correspondent of Division III has told us when he was elected that he felt like the man did that was in a fight with a bear—he wanted some one to help him let go. Brother H., I have commenced to believe that you have found that man. Come, Brother, don't desert us. You have a great many admirers who read our CONDUCTOR, including your humble servant. You live in a country that can furnish more interesting subjects to write about than the rest of us, and it has been made more so by being chosen the next meeting place of the Grand Division. Look at our Brother of Division 195, he is singing the praises of the northern citrus belt. Come, you know southern California must not let the Brother get away with Division III when there are is any bouquets to be given away. Brother conductor of Division 195, please accept my congratulations on your interesting letter of April about northern California. We eastern members that attend the meeting of the Grand Division will not forget where Sacramento is, and make it our business to give you a call. Brothers of Division III, here is a suggestion your humble servant has to offer. Don't you think you could get the managers of the La Fiesta to hold that carnival the week that the Grand Division meets? Brother J. S. Strader, your formula should be given a trial this coming election, both State and National—it is a winner and cannot fail. The three ingredients you named cannot be improved, and if taken properly, with discretion, will go a long way in helping labor out of its present chaos.

JACK RABBIT.

Terre Haute, Ind.

Editor Railway Conductor:

In replying to my April letter I see that Brother Welsh says of our insurance laws: "Laws that have been criticised by the very best talent in our Order, and after years of hard labor they have all been forced to admit that our laws as now laid down are the most just that can be placed on the statutes of our Order." I cannot see how it took years of hard labor to adopt laws that could be made in an hour at the longest. He also says to let him know when I find a reliable insurance company that will pay my claim when I am disabled

from running my train. He wants other companies, to do what he does not want our own to do. I do not desire to find one outside of the Order of Railway Conductors, but I want our own laws made to do this. It is the company to which I have been paying my money and I am going to do my best to bring this about. I wish the Brothers, one and all, would consider this question, and that all who believe such a change to be wise and just would give me a helping hand. True, it will cost us a little more, but we must remember that we are all growing old. As for opening up the flood gates so that fraud can come in, I do not want to do that. I am unable to see how, if our disability laws were changed as to pay my claim when I am disabled from any cause not my own fault, but my eyes being weak or my hearing so imperfect that I cannot pass an examination, and this is proved to the satisfaction of the insurance committee, fraud can come in. Now, Brothers, I want you to consider this and see what can be done at Los Angeles in regard to it.

G. W. HORNER.

Coal Hill, Ark.

Editor Railway Conductor:

At the last regular meeting of the New River Division we received two applications for membership. Our attendance was very good, and we were glad to see the boys turn out and take an interest in the Order. Brother A. B. Rogers, one of our old time "war horses," I am glad to say, has again fallen in line with us. We are more than glad to have A. B. back in the Division, and I assure you the boys gave him a hearty welcome. Brother J. G. Bond has just returned from his home in Milton, Wis., where he was visiting his family and friends for the last thirty days. We are glad to see Brother Bond's smiling countenance cheering up the boys.

The negro who so maliciously shot at Brother T. H. Boley, at Don, W. Va., last February, was recently sentenced to the penitentiary for a term of two years.

From some unknown cause freight is very dull on the C. & O. A. road. We may be getting our share, but not so much as we would like to have.

I am glad to see so many of our members interested in legislative protection of labor. We can only protect our interests and the safety of the workingman's position in this country by organized labor and by showing to the capitalists that we are owners of great strength and intelligence, and are the first absolute need in making a great country. Wealth is organized and controlled by the most intelligent men of the country. These men are educated and trained by long years of experience in business and are ever ready to guard the channels of wealth with a diligence that the world has never before witnessed. Now I appeal to the members of every labor organization. Is it not right and just that we, the producers of wealth, the constituent element and supreme force of that power that takes the crude elements of nature and converts them into the wealth of the world and supplies the necessities of mankind, should be organized? Should we not be recognized as one of the most important and intelligent factors of our population? I think we should. In view of this fact I deem it of the greatest importance that we be very watchful of our rights and privileges in legislative halls. Money is a mighty power and unconscious of the existing rights of man. If it rules this glori-

ous country of ours unguarded, our liberties will be destroyed and our sacred rights trampled in the dust.

W. F. ECHOLS.

Hinton, W. Va.

Editor Railway Conductor:

Times have been very slack on the Buffalo division of the D. L. & W. for the past month, and the regular runs had to lose four to eight days per month to help the men on the rounds. Work is picking up now and we expect better results on the new time table, which takes effect June 1. There is a new train on from Buffalo to Bath, and Brother J. J. McCann will handle the punch. He is well acquainted along the road, and all the ladies call him "our boy Jack." Brother E. P. Wilmot takes train 31 and 4, and we are sure he will make a good man on passenger.

It is rumored that there is soon to be a general change on all the regular runs, which will leave the boys at home more and give them from six to eight hours of rest in Buffalo. The boys are looking for it every day and will be glad when the order is issued.

On the evening of May 20 the ladies of Division No. 80 gave an entertainment and served refreshments. They deserve great credit, for it was a complete success in every particular: If you don't believe it, ask Brothers Grantier and Van Over, who took one of the Sister's cream, after eating several dishes of their own. Brothers Van Kuren and Walsh say they have the signs down fine, for, while they were wearing the badges, some of the ladies challenged them. Sisters, we thank you, one and all, for the good time you gave us, and assure you there will be more of the Brothers present next time.

ONCE MORE.

Elmira, N. Y.

Editor Railway Conductor:

It is a difficult matter for us to keep quiet after reading such a newsy journal as THE CONDUCTOR. The letters from the Brothers and the members of the L. A. both far and near show no small amount of talent as well as energy and perseverance. Why is it that all our Divisions do not have an Auxiliary? It is as essential as the compass to the mariner, directing the Conductors from the error of their ways and exerting a powerful influence for good, which can come from no other source. All of us, no matter how few of the honors of life we share, exert an influence over others and are in turn influenced by others. Then we are taught that it is not good for man to live alone, with no one to cheer him in health or to sympathize with him in adversity. Really, now, what excuse is there for the existence of a bachelor conductor?

Imagine our surprise in reading the letter of Brother H. L. of Division 337, to learn of his fright at the sound of a bell. Had it been the "scream of a belle" we should not have been astonished. A Brother whose duty it is to travel by night as well as by day, with towering mountain peaks pointing heavenward on the one side, while the classic waters of the historic Potomac are ever singing on the other, should become accustomed to all musical sounds, even though they be like those produced by the "Calithumpian bands" we have here for the delectation of wedding parties. To me they sound somewhat like a train of coal hoppers running through a stone quarry. We were assured, how-

ever, upon learning that the fear all subsided when the approach to the table was made.

The Brother of Harrisburg, Pa., is just a little too German for one whose ancestors came from Ireland, nevertheless, we enjoyed the reading of his article. We also admired the letter from Sister I. E. K., of Kansas City, Mo. She makes some excellent suggestions and writes an interesting letter.

Division 223 is moving along quietly with new accessions nearly every month. Conductors are learning that it is not good policy to be outside the Order. They find that in union there is strength and many can do more than a few.

The Auxiliary here gave a banquet May 23, and if the income was half as good as the repeat they did well financially, although we thought the Chief Conductor had a terrible hankering after the good things set before him. Well, those big six-foot fellows require a double quantity to quiet the inner man after a jolting of several hundred miles. We have had the same experience and know it improves an appetite.

We have been constantly looking for an interesting letter from some member of Potomac Division but have, so far, failed to find any. Certainly it is not from want of talent, as we believe that any one who could get up such a supper could produce equally as good a letter. Try it.

A. T. R.

Martinsburg, W. Va.

Editor Railway Conductor:

The good Brothers of Division 77 are struggling hard to make an honest dollar. Business on the I. & G. N. is just fair for this time of the year. Only one crew pulled off as yet and the unlucky Brother was F. C. Reneau, running on the south end, from Palestine to Houston. Brother Reneau is now running local on south end: has Pete Dunbar's crew. Brother J. M. Stephens, running mixed run on the H. & O., is taking a few days vacation on account of his health and Pete Dunbar is holding down the run until he returns. Our noble Brother, E. E. Vinyard, now has a regular passenger run between Galveston and Long View. Glad to see you do well, Brother E. E. V. Brother Geo. Russ has had Brother J. W. Ransom's run for fifteen days. Brother Ransom was attending court in Houston. Both Brothers are back on their respective runs now. Brother C. A. McClary has been off since February 26 with a sprained ankle. We are glad to see Brother Mc. able to be around with a cane; hope he will be able to drop the stick soon and return to work. This Division found a nice job for Brother McClary last meeting night selling tickets for the Ladies' Auxiliary at Houston. The ladies, as well as the rest of us, like Brother McC.

Brothers T. J. McGinty, R. L. Sharp and H. Y. Henderson have returned from their leave of absence. Brother McGinty was visiting his family in San Bernardino, Cal. He says business is dull there and pulling off crews on the S. C. Ry. He found his family well and expects to move them to Palestine sometime soon. Brother Sharp took a trip to Monterey, Mexico, and to his home in Selma, Ala. He reports everything very dull in Mexico, but had a nice visit at home. I don't know why he should not, from what he told me about all those nice young ladies there, and one in particular. Now, Brother S., look a little out or we will catch up with you. Brother Hynderson visited home and says he had an enjoyable time.

Brothers Irwin McNeece and R. Vincent are on leave of absence visiting friends in the East.

The I. & G. N. put a gravel train on the west end last week to ballast between Palestine and Taylor. Brother P. J. Mack took the train out and had fifty white convicts to run the train with. The tie train goes on the south end some time this week. There are fifteen extra men and these will help to take some of them from the list.

We heard from Brother F. D. Hubbard through others. He is at home enjoying a nice time. Our best wishes are with him. Brother L. E. Metten-dorf, S. and T. of Division 282, Needles, Cal., writes me that business is dull on the A. & P. R'y; had pulled off some crews. He says there will be some changes in the handling of the A. & P. R'y soon, as the road is to be sold.

Brother T. J. Bartee has been sent to the insane asylum at Terrell, Tex. His insanity was caused by a blow on the head some time ago while working for the St. L. & S. W.

The reaper of death visited us on April 8, taking our friend and Brother, Jas. S. Sarvis. Brother Sarvis left many friends in Palestine to mourn their loss, for to know him was to love him. He was also a member of the K. P., and with the sad and touching funeral services of the K. P. and O. R. C. we performed our last duty to our faithful comrade and Brother at this place April 9. His family resides at Houston. They have our deepest sympathy and we extend to them an ever helping hand.

W. W. GREENE.

Palestine, Tex.

Editor Railway Conductor:

Division 167 is alive and gaining new members every meeting day. We are quite proud of our boys and feel that they are interested in the work or they would not be bringing so many into the Order. On March 18 our A. G. C. C., Brother C. H. Wilkins, was in Oswego to meet with us, but as the boys were working almost night and day at that time, it was impossible to get them together. We trust that the next time [Brother Wilkins comes our way we can give him a royal welcome.

Last February we received a communication from the secretary of the "Railroad Employees' Home," and I for one would like to put a mite box in the Division rooms for this fund. Then those who attend the meetings could put their mites in this box, and if it should be opened at the end of each three months the amount thus gained would surprise all of us. Let us try it, Brothers, and see.

Brother C. E. Whiting, of Wallington, N. Y., has taken to himself a wife. We have been suspecting this for some time and the Brother may be sure a warm welcome awaits him and his bride when opportunity serves them to visit us. I wish for one that the doors of our Division room could be thrown open on July 15, our "centennial celebration of Fort Ontario." We shall be visited by many Brothers with their families at that time and it would be pleasant to have some place where they could be given a warm welcome and suitable refreshment. The Division should consider this matter.

Brother A. J. Allen, who was on the sick list for a few days, can be found at his post again as jolly as ever. Brother G. R. Donovan, our C. C., is prompt in attendance and in every way worthy of the office. Brother J. Cochrane's hand is healed, but is completely useless, yet he keeps his courage up with

the best. Brother Jerry George, of the D. L. & W. R. R., and wife, were with us May 10 in the interest of the R. R. Y. M. C. A. They are earnest Christian people and much good will be done through their visit.

A circular lately issued by Division 167 for the benefit of Brother J. Cochrane was a great mistake, since it did not have the sanction of the G. C. C. But there was some misunderstanding about it. The circular was sent out in good faith and in love and sympathy for our beloved Brother. There was no desire on our part to offend any one or to act dishonestly toward the Order. We try to abide by "the golden rule."

It is with deep regret that we announce the death of our beloved Brother, Richard Collins, who was taken from us suddenly by apoplexy on the morning of May 26. Deceased was one of the most popular of our members and will be greatly missed. He was only thirty-two years of age, and leaves a widowed mother and one sister to mourn his loss. Brothers Clooney, Maxey and Donovan accompanied the remains to Carlyon, N. Y., where the funeral was held. A beautiful floral piece attested to the love and respect of the members of his Division.

Oswego, N. Y.

X. Y. Z.

Editor Railway Conductor:

Division 264 is in better working condition now than it has been since the first of 1896. The boys are taking more interest in the meetings and the attendance is much larger, notwithstanding our small membership. Some of the members even lose a trip now and then in order to be with us. This is very encouraging to the officers, and we have every reason to believe that we are gaining time on our schedule instead of losing it. Brothers, this is a fine showing, and I hope you will continue to be ready for duty, as by so doing you will never need any "orders to get over the road."

We have started several new conductors on their new and regular runs within the past few months, and expect to start a good many more before the year is gone (for we have several applications in sight). We expect them to make good and faithful members and make their run well, ever watching for the danger signal. All indications now point to a prosperous year for Raleigh Division No. 264.

We expect to run our annual excursion this year in July. The date has not been fixed as yet, owing to a delay in chartering our train. The committee in charge are Brothers Guthrie, Witherspoon and Brown, of the So. Railway, and Brothers Lasater, Wilson and Jones, of the S. A. L. None better could have been appointed, and all know and believe they will do all in their power to make it a success. If any of the Brothers want to help us along in the way of finance they should get off a day and go with us. We want to be able to turn over a neat sum to the treasurer on this occasion, and at the same time give all that go a splendid trip. We did well last year. I hope to be able to tell you all about it by the time I write again.

Our new C. C., Brother Fawcett, fills his office with loyalty; he and Brother Alderman have the passenger run between here and Charlotte on the S. A. L., and the ladies are well cared for when they chance to travel with these two Brothers.

Brother Fred Brown, our noble A. C. C., holds the local down between Raleigh and Goldsboro on the

Southern, and has the golden opportunity to be with us at all meetings.

Brother Geo. Lasater, our handsome S. C., has the local on the S. A. L. between here and Weldon, and is always in his chair on meeting day when in town.

Brother Jimmie Weaver, our Jr. C., formerly of the Southern, has accepted a run on the S. A. L.

Brother T. F. Wilson, our I. S., is one of the handsomest conductors of the "Atlanta Special" on the S. A. L. His run is between Portsmouth, Va., and Monroe, N. C., (a distance of 326 miles).

Brother Stockton, our O. S., pulls the bell cord on the Southern. I am unable to say much about the Brother, as I have not seen him since he was elected to his station. Come to the meetings, Brother. We would be glad to see you and give you the grip.

Brother Jones, our old C. C., is a hard local runner on the second division of the S. A. L., but never gets too tired to come to the Division on meeting day.

Brothers Witherspoon, Guthrie and a good many more of the Southern boys are always with us when they can get here. Their runs put them away from Raleigh, and they can only get with us by losing a trip, which they do occasionally.

Brother Clements still holds down the pay train. He goes over the entire system of the S. A. L. and always has a smile for each Brother he meets.

Brother Kirkland has the same run that Brother Wilson has and can never get to the meetings without losing a trip.

There are lots of others I have failed to mention, but I hope they will excuse me this time, for I am at the end of my run.

NEW MAN.

Raleigh, N. C.

Editor Railway Conductor:

"I expect to pass through this world but once. Any good thing, therefore, that I can do, or any kindness that I can show to any fellow being let me do it now; let me not defer it or neglect it, for I shall not pass this way again."

The above beautiful sentiment was never better illustrated than by the railroad men of Tucson, Arizona, and especially the members of Division 313, O. R. C., of that place. In the case of Brother Pat O'Neill, of Milwaukee Division 46, who spent the winter there, seeking to regain his health. The sentiment quoted particularly applies to Brother Kingsley, of Division 313, who laid off his run and accompanied Brother O'Neill to Milwaukee, when it was deemed best for him to return to his home. May 1 our good Brother came back to us but a shadow of his former self. His health, I regret to say, is no better than when he left us some months ago. In fact he is very feeble, and we can only hope for the best. A more affecting sight was rarely ever witnessed than that at our first meeting after his return. As he stood in his old place at the Chief Conductor's station, and in a feeble, trembling voice, testified to his great appreciation of what our noble Order and "Perpetual Friendship" of its members had done for him, I can assure you there were few dry eyes in that Division room. Brother Kingsley magnanimously disclaimed any especial credit for what he had done, in a few well-chosen remarks. He responded to a rising vote of thanks tendered him and his Division for their kindness to our unfortunate Brother, saying he and they

had simply done their duty, and they would always be glad to do as much for a worthy Brother. I tell you, my Brothers, that dry, arid country is not a pleasant climate to make one's home in, but He who taught brotherly love and kindness to the unfortunate and oppressed must have His home not far from Tucson, Arizona, and I am sure, although they may not give public expression to a profession of religion, deep in their hearts our Brothers of that place carry a full appreciation of the teachings of our world's best friend.

D.

Milwaukee, Wis.

Editor Railway Conductor:

Division 141 is doing about as well as the average. We have between sixty-five and seventy-five members in good standing. We gave our annual ball Easter Monday night. It was a grand success, and it raised our bank account by several dollars. Most of our members are working at present, though some are still climbing the hurricane deck, but the prospect is looking better for the future. Division meetings are not attended by as large a crowd as we would like to see. Come, boys, all turn out every meeting that you possibly can, for that is the way to have good meetings. We have a good set of officers. Frank Elb, C. C., conducts the meetings in the best of style. I. N. Miller, our S. and T., keeps his books in first-class style and always attends when home. Brother Wadsworth, our Inside Sentinel, is a regular member, and is there every meeting day, rain or shine.

The boys on the St. Joseph & Grand Island are doing fair: those on the A. T. & S. F. make regular time; the K. C. boys about average, while those on the C. G. W. are making straight time. Never mind, boys, with the prospects in sight, you will be asking the same old question as of yore, "Can we have time to sleep a few lines?"

JESSE.

St. Joseph, Mo.

Editor Railway Conductor:

We were in it and the proof is certain. Don't even have to hunt for it. If you could look around and see the houses down, you would say as we do, that it's the way St. Louis always does, always did take the lead and won't even take a back seat when it comes her turn to have a cyclone. Well, Brothers, we are truly glad that our turn is past, and as we are no porkers we assure you, one and all, we won't beat any one out of his rights—you can have the next one. We are sorry to say quite a number of our Brothers lost nearly all their furniture by having some other fellow's house fall on theirs and break things up, and what did not get broken was ruined by the rain that followed. Among our Brothers who suffered are Brothers Frank Hartell, Frank Burns, J. O. Burch, C. T. Lee, Frank Gillen, Bob Johnson, Pearl Nicols, Thos. Arnold and Brother Logan. Brothers Joe Flory and W. D. Wheeler only lost the smoke stacks off their cook stoves. The boys are inquiring around about their stand in with the weather man. There must be several other Brothers in the cyclone districts, but I have not heard that any of them suffered loss. The Ladies' Auxiliary, St. Louis Division, No. 11, did the business up completely, as they lost all they had. They held their meetings in Anchor Hall, which is completely demolished and they have no place to call home. I guess we will have to help the good Sisters out. Quite a number of the widows

but a good deal. Sisters Fitzgerald (Dick), Howard (Ed.), were the worst sufferers. Both of these good Sisters' houses were pretty badly demolished. Well, Brothers, we are glad we are alive. Not one Brother, nor any member of his family, was killed, so there is great rejoicing, anyway.

I came awfully near forgetting to tell you about our union meeting. It was a grand success. We had good Brothers from all the orders and they came from all over the country, and I believe a great amount of good will come from the meeting. Brother Joe Flory, chairman of the committee on arrangements, called the meeting to order. Brother P. H. Morrissy, G. M. of the B. of R. T., was made permanent chairman and Brother F. W. Arnold, Grand Sec. and Treas. of the B. of L. F., was chosen secretary, and then we proceeded to have one of the best meetings that ever was held under the combined action of all the orders represented. There were two meetings, one in the forenoon and one in the afternoon. There were present with us: P. H. Morrissy, Grand Master, B. of R. T.; F. P. Sargent, Grand Master B. of L. F.; E. E. Clark, G. C. C.; O. R. C.; F. W. Arnold, Grd. Sect. and Treas. B. of L. F.; F. W. Barron and E. R. Young, of the O. R. T.; E. O. Connor, H. A. Walter, Geo. H. Start, W. Thompson, of the B. of L. E.; J. H. Reno, W. Coule, R. A. Walker, F. P. Herring, J. W. Flite, G. H. Gillette, of the B. of R. T.; W. Welsh, J. W. King, J. W. Elliott, J. Tygard, of O. R. C.; M. R. Conlin, J. H. Smith, of the S. U. of N. A., and about two hundred and fifty more of good and tried order men. We had representations from Arkansas, Texas, Kansas, Indian Territory, Nebraska, Illinois, Michigan and Iowa, and there were letters of regret from Chiet Arthur, of the B. of L. E., and numerous others. It is the opinion of all that system federation should be attended to at once on all roads, and as soon as completed general federation should be taken up, as federate we must. We are glad to notice that the B. of L. E. has taken an interest in this matter and it cannot fail to be appreciated by all, for the B. of L. E. has heretofore generally held aloof from the balance of the R. R. orders on this question.

Bye the bye, Brothers, it is time to see if your congressman is in favor of the Arbitration Bill and other measures in our behalf that are before Congress for its approval. While we are thinking and acting, is it not time to put a stop to street railways carrying freight, express and mail matter. This is all hurting our interests and should be looked after before it is too late. We were glad to notice that our government made the street railway companies in St. Louis that were branding all their motor cars "U. S. mail," take it off all except the one car that carries the mail. Thanks to Uncle Sam. It is our private opinion that it was the street railway managers' idea that in case of strikes it would be a good thing for them if all their cars were U. S. mail cars, and it begins to look as if some of the steam railway companies were trying the same dodge, as nearly every suburban train running out of St. Louis has a mail sack for some little station that is of no importance and could wait for the regular mail trains.

St. Louis, Mo.

DIV. 3.

Editor Railway Conductor:

I wish to thank the members of Division 61 for bestowing upon me the honor of correspondent.

but I fear I shall not be able to meet their expectations. Naturally, I am given to devoting my leisure time to absolute rest (riding my wheel), still, I feel it my duty to say something, hoping that it will be of interest to the readers of THE CONDUCTOR. First, I wish to mention our worthy chief, Wm. T. Summers, who, by the way, is no fashion plate, but he does make some pretense on wearing clothes of the latest pattern, but some of the Brothers called my attention to the spread at the bottom of his last pair of pants. I remarked that the style was necessary to cover up a very small portion of his feet, and while the pants are large at the bottom there is still feet enough in sight.

Brother Murphy has a new suit, a sort of a combination, patent leather shoes a part of the outfit. The purchase was a bargain, no red-figure sale a sort of companion suit, shoes and clothes could not be purchased separately. The question naturally arises, what did they cost? This will probably never be known.

Brothers Dunn and Dore have each been blessed with an addition to their families recently. They have requested application blanks that the youngsters may become members of the Order. They will be elected without a dissenting voice.

A good attendance adds very much to the interest of the meetings and the interest displayed is the main support of a Division. I believe it the duty of each and every member to attend as often as circumstances will permit.

Occasionally Brothers Bliss, Cuddy, Dunn, Dore, Holstene and Roberts make us a visit, for which we are truly grateful, but would like to see them oftener. At our last meeting the attendance was small, due to the fact that there was a ball game in town. One Brother dead headed sixty miles and another 112 to attend the game. If it occurs again names will be published.

Our ex-Chief, Brother Thomas, (the man with the iron lung) is again on duty after two weeks illness. We are all glad to see him at his post again. I assume that this article will be accepted in the same spirit that it is written.

SI PLUNKARD.

La Crosse, Wis.

Editor Railway Conductor:

When the boys elected me as correspondent of Division 103 I told them they were making a mistake, and I see by the last issue of THE CONDUCTOR that our C. C. now admits it. However, it is better late than never. Division 103 is all right and doing business at the old stand, playing to crowded houses at every meeting. New members are coming in continually, the work being conferred on six at a recent meeting, with still other petitions on the desk. I think the Division is in the best condition that it has been for some time, as we are out of debt and have money on hand for a rainy day.

There is one matter of which I have been thinking considerably of late, and believe it should be brought to the attention of all our members. On all important systems of railroads a very rigid examination for color blindness is in vogue. Three years ago the men on the "Big Four" were examined, and we have just passed a second examination. Quite a number of the men who were successful three years ago failed to receive certificates this time. If this examination was fairly conducted, and I believe it was, and it is shown

thereby that the eyes of these men have failed in the time given, it seems to me that such failure should constitute a disability and entitle them to their insurance. They are very likely barred from entering the railroad service elsewhere, as the same restriction would exist wherever they might go. In my opinion, we are too hide-bound in regard to our insurance. Our laws would stand considerable modification and still be considered conservative. At the very least, we should have an accident policy paying weekly benefits to injured Brothers. We undoubtedly can if we will promulgate laws which will be just to all concerned and protect all the Brothers. Accident insurance, as furnished by the accident companies, is a very expensive luxury, one which very few can afford to carry. Our C. C., Brother O. T. Johnson, met with quite a mishap a few days ago, being thrown from the top of a box car and receiving, as the result of the fall, several broken ribs. He is out again and will be all right in a few days.

Our very worthy Secretary, Brother Harry Mounts, is still in the county jail. His time will not expire until January 1, 1897, and not then, if the boys can help it, as we are going to stick him for two years more if we can.

Indianapolis, Ind. G. W. HARDESTY.

Editor Railway Conductor:

LaFayette Division is pursuing the even tenor of its way and doing fairly well, everything considered. We have had a few candidates for initiation and expect a few more in the immediate future.

So far, Sister Moore has not succeeded in establishing an Auxiliary here. As I said in my last communication, the reason seems to be the unmarried condition of so many of our members, and the lack of interest on the part of those ladies who are eligible.

I have often wondered why we do not see more said in THE CONDUCTOR in regard to, and in favor of, the "Home for Disabled Railroad Men," at Highland Park, Ill. While it is a fact that O. R. C. Divisions help to maintain this Home, it seems to me that more might be done toward buying or constructing a permanent building. Why not assess each member fifty cents a year for the establishing of such a Home and for the creation of a fund to support it when built? Then, let it be a home for the disabled railroad man, and in case of death, for the orphaned children. All of us could spare this much, and it would be of great help to a worthy cause.

R. H. S.

LaFayette, Ind.

Editor Railway Conductor:

With all the inactivity of business during the last three years and the rather unusual slump in trade during the last month or so on the different lines centering in Harrisburg, Division No. 143 is still progressing. We have taken in quite a number of new members, among them several knights of the punch, whom Dauphin Division heartily welcomes. They are men of whom the Division can expect good work and results. They are just the sort of material of which any Division can be proud, and the cry from every member is, "let the good work continue." Dauphin Division can't boast of a large amount in the treasury, but we have a nest-egg, at least, and if there is any Division in the Order with money to give away, our advice is, keep it.

We have received our new schedules for the summer, and the "boys" all concede that it is splendid for passenger trains but not the best for freight. But, then, freight trains are very few and very long, and some of the passenger trains on the P. R. have grown to an enormous size.

Should the fall election bring about changes in times and business all around, the National Bonus Makers of this section will hold a grand reunion on Coal Island, in Fisherboy River, some time during May, 1897, all other railroad associations invited to participate. The program will be very elaborate. There will be fine music furnished by the Hook and Shovel Band, of Pilotsville; very eccentric speakers will be present; the Boss Bonus Maker will lecture on "the possibility of making Bonus and getting it; also how to make it." Conductors will be on deck, also the trainmen; there will be no filling of tanks on the grounds; there will be fine refreshments served on the grounds, such as whistle I scream, served on message paper (soft); pony wheel lemonade, flavored with sightseed oil, served in oil cups; small bits of Polar will be taken at intervals to help the whole business along and aid digestion, and other things too numerous to mention, but we all hope it will be a go; and it being the first attempt at the reunion business during the existence of this organization, the members all hope for a good patronage.

Railroad men of all departments are flocking into the organizations of their respective classes, and the wish of the writer is that each Order may be so flooded with applications for admission that every Lodge and Division at each meeting may experience the pleasure of a

Harrisburg, Pa.

X X X RAISE.

Editor Railway Conductor:

My communication failed to appear in the May CONDUCTOR, but I found the explanation in the "Mentions," and, as ignorance is no excuse for neglect of duty, I will not enter that plea, but will be business in the future.

The last meeting of Division 334 was well attended by visiting Brothers, as well as by members. Brother W. H. Brittingham, of Division 71, and Brother M. J. Land, of Division 207, made interesting remarks on important subjects, showing themselves to be well posted on the workings of the Order.

Brothers A. R. Causey and A. R. Craddock have been on the sick list for several days, but are back on their runs again. Brother V. A. Garnett has just returned from a three months' vacation "way up in Virginny." He should have been back a month ago, but owing to a very painful accident he was detained just that much longer. He says that he was "severely kicked by a young colt." Brother Joe Brown has been down on the "Sam" road for the last two or three months and Brother G. B. Soudley is on the same road. Brother Chas. Foster and wife are taking a vacation visiting friends and relatives.

"JACK."

Avondale, Ala.

Editor Railway Conductor:

Away back in the 60's dear old Pap. Hastie used to be station agent for the I. C. Ry., at Apple River. He was a good specimen of the old-time agent, as faithful at his post as the water tank, and just as

sure to be found at the end of the platform on the arrival of a passenger train, his pen behind his ear glasses on his nose and express book under his arm. Pap was a good Methodist, with as honest a heart as ever beat. I am sorry to say the writer used to sometimes rip out an oath in his hearing, just to hear poor old Pap say, in such an earnest, heartfelt tone of admonition, "Ah Dick! ah Dick! softly, softly, my lad." I was braking for Tom Snow, on way freight, and one day Pap asked us into the office to see a new lamp the company store-keeper had sent him. It had a little attachment—something new—which could be pushed down and the lamp lighted without removing the chimney—it must be remembered kerosene lamps were standard light at that time—and Pap was very proud of his new lamp. He had just put in the wick, filled it, and while showing us the new attachment, took the shears and trimmed the wick. I had a match all ready, and as he turned to hang up the shears, I pushed down the spring and lit the lamp. "Why," said Snow, "it lights itself, don't it?" Pap turned quickly, and seeing the lamp burning, was almost paralyzed with surprise. He really believed it had some patent appliance which he had overlooked, and which lit it, until catching my eye, and seeing the mischief there, he surmised the truth. As we left the office I heard him saying "Ah Dick! ah Dick! you are a great rascal."

Those good old days seem a long, long way off in the dim and misty past. Of the old-time agents on our Division between Amboy and Dunlieth, I believe only one remains, viz., Tommy McDermot, of Galena. He has been agent at that place since early in the 60's, and when I saw him recently, was still in active service. He has, as his cashier, Ezra Turner, who has been in service in various capacities at that station almost as long as Mac. I will venture to say that the mistakes Ezra Turner has made in making way-bills, and other work in his charge, could be counted on the fingers of one hand. I never saw a man more careful and correct about his work, and a more accommodating man never lived. He once held a piece of ice for me while our train of twenty-five cars pulled slowly by. The dust was deep and I knew Ezra would not put the ice down in the dust, so I got him to hold it while I tied my shoe; I finished just as the caboose came along, when, thanking him, I took the ice and jumped on the car. As Ezra put his hands under his arm-pits and walked into the office, he concluded that the next time he held a cake of ice five minutes with his bare hands, it would have to be warmed first.

F. E. Lacy was day operator at Galena for over a quarter of a century. I shall never forget an act of his which displayed the kindness of his heart and friendship for me. Having been on the road for over thirteen years, and seeing no prospect for promotion, I had for some time thought of quitting. Finally, one day, upon an exhibition of unusual unfairness on the part of our trainmaster, who was one of the most unjust men it was ever my lot to meet, I decided to tender my resignation at once. I was going south and on my arrival at Galena, I wrote the message and handed it to Lacy. He read it, and with much surprise asked what it meant. I informed him I meant to quit. He expostulated

with me, and upon my insisting, he pulled a chair beside his and told me to sit down, he wanted to talk to me. I did so, and he went on at great length to argue the point with me, referring to my long service for the company and the folly of leaving the old road where I had so many friends. He said, "Now, you don't want me to send that message, do you?" I said yes. I was determined to go. Picking up the telegram, he tore it into a thousand pieces and threw it into the waste basket. "Well, Dick," said he, "you will never send it out of this office." I grabbed his hand, and with tears in my eyes, thanked him for his kindly interest in my welfare, started my train and sent the resignation from the next station. That was my last day on the I. C., November 13, 1879. In one year after that I was running a passenger train. The I. C. R. R. was a good school for railroad men, and at that time a man off the I. C. R. R. could always find a job.

At Dunlieth, in those days, Will Shute was agent and Billie Ennor chief clerk. Ennor weighed about 300 pounds and was a general favorite with us and all the steamboat men from St. Louis to St. Paul. Two or three packet lines were in operation on the upper Mississippi and thousands of tons of freight were transferred between our road and the boats at Dunlieth, an army of freight clerks and warehouse men being employed by the boat lines and railroad in the immense stone warehouse by the bluff on the levee.

One of the most efficient of our agents was the genial Scott Benson, at Warren, another 300 pounder and every ounce of him full of fun and mischief. Scott could get more fun out of life and do business all the time, than any man I ever saw. He is still with the I. C. in the capacity of traveling freight agent in Iowa. May his shadow never grow less.

But I am making slow time, only as far as Warren, and I have run by old Jack Parkins, at Council Hill, at that. By the way, I believe Jack died just recently. He filled his place for many years, faithful to his trust in this world. He has sent his last O. S. and received his last G. N. to awake to a brighter morning let us hope, where trouble and care come no more.

R. O. JEARDEAU.

Milwaukee, Wis.

Editor Railway Conductor:

The following is a statement of the receipts of the Home for the month of May, 1896:

13	.....	\$ 6.00	189	.....	\$ 2.00
17	.....	10.00	179	.....	3.00
44	.....	5.00	249	.....	6.00
83	.....	12.00	251	.....	12.00
108	.....	12.00	312	.....	12.00
135	.....	3.05	316	.....	12.00
143	.....	8.25	327	.....	3.75
151	.....	1.00			
Total					\$108.05
O. R. C. Total					\$108.05
B. R. T. Lodges					116.70
B. L. E. Divisions					57.00
B. L. F. Lodges					53.00
G. I. A. Divs.					17.50
L. A. to B. L. F. No. 3					5.00
Personal—Sandals					3.00

Grand Total.....\$380.25
Highland Park, Ill. F. M. INGALLS, Sec'y.



1. *Fraternal Benefit Insurance—Presumption.*

Under an allegation that the defendant Order issued its certificate of membership in the "Endowment Rank," it will be presumed that a certificate purporting to be issued by that "rank" was, in fact, issued by the grand body.

2. *False Representations—Statute.*

When certain questions propounded when the application was made, and which were set out and alleged to be false, it will be presumed, in the absence of an averment, that these representations were made outside of the application, that they were those referred to by the certificate, and, therefore, in the application; but such answer will be held bad for failure to attach a copy of application thereto, as required by statute. (R. S. 1894, Sec. 365.)

3. *Warranties and Representations.*

Where an application referred to certain statements therein made as "warranties," and the certificate recited that it was issued "in consideration of the representations and declarations" made in the application, such statements should be considered as representations only.

Supreme Lodge K. of P. of the World vs. Edwards, Ind. App. C., Dec. 22, 1895.

Note: This ruling is to the effect that when a supreme body of a fraternal order fathers an insurance department, it will be held liable for the certificates issued by the insurance department.

1. *Notice of an Assessment—Negligence of Lodge Officer—By-Laws.*

Where a by-law of an association required the collector to notify members of assessments, and provided that the notice should be personal or by mail, "at the last known postoffice address or residence," and that a member failing to pay within thirty days from the date of the notice should be suspended. A member who was ill sent the amount of an assessment, with notice of change of residence, to the lodge, and the number of the house was, by negligence of a lodge officer, copied incorrectly on the books. Notice of a subsequent

assessment was sent to such wrong address and denied ever being received by the member. *Held*, That a failure to pay such assessment within thirty days did not work a suspension.

2. *Right of Member to Reinstatement.*

Where a member received no notice of an assessment, the fact that, on subsequent notice of suspension for non-payment thereof, he sent the amount with an application for reinstatement, which was defective because not signed by two other members, as required by the by-laws, does not constitute a waiver of his rights when such application contained a statement that he had not received notice of assessment.

Waterworth vs. Am. Order Druids, Mass. S. J. C., Dec. 13, 1895.

1. *By-Laws—Forfeiture—Certificate.*

Failure of a member to pay the assessments according to the provisions of his certificate of membership and by-laws of the order vitiates *in toto*, the certificate

2. *Power of Secretary to Waive.*

It is doubtful if the secretary of a benefit society has authority to waive performance of the conditions of the beneficiary certificate.

3. *Payment of Assessments—Estoppel.*

An assessment association is not estopped to claim a forfeiture of a certificate of insurance providing for forfeiture in case a member is in arrears for assessments for a longer period than thirty days, and the by-laws of the society also contain this provision, where, after default in payment of an assessment, the secretary continues to send notices of assessments to the member, and the member tenders his certificate to the secretary to be cancelled, which the secretary refuses, unless the three assessments due at the date of tender are paid; and it is also shown that the member refused to pay the assessments, denying, before and after, that he was any longer connected with the association. Hence, no recovery can be had on the certificate.

Schede, Admr., vs. Farmers' Mutual Protection of Missouri, Kans. C. C. A., Dec. 1, 1895.

1. *Limitation of Time to Question Validity of an Assessment.*

A limitation of six months in the by-laws of a mutual assessment company, within which an assessment may be questioned, is valid; and failure to question the same within that time concludes complainant from making it.

Survick vs. Valley Mutual Life Ass'n., et al., Va. S. C., Dec. 10, 1895.

1. *Prima facie Evidence.*

In an action against a mutual benefit insurance association, its records are *prima facie* evidence in its favor in respect to the rights of its members.

2. *Articles of Association.*

Where by the articles of association, members are assessed according to their ages, on the death of a member, a vote of the directors instructing the secretary to levy an assessment on certain deceased members, and to pay their beneficiaries, constitutes an assessment by the board of directors.

2. *Mailing Notice Before Date—Effect.*

The fact that notice of an assessment is mailed before its date does not invalidate the assessment, since that cannot prejudice the member.

3. *Declaration of Member—Evidence.*

Statements of a member that he does not intend to pay assessments any longer may be shown in a suit on his membership policy, in connection with proof of his failure to pay subsequent assessments.

Von Frank et. al. vs. U. S. Masonic Benefit Ass'n. Ills. S. C., Nov. 29, 1895.

Train Service—Personal Injuries—Negligent Employment of Drunken Engineer—Voluntary Relief Association.

1. In an action for damages for injuries received through the negligence of the company in employing and retaining in its service a drunken and careless engineer. *Held*, That the company's answer was good in maintaining that the plaintiff could not recover damages, as he had accepted benefits to the amount of \$6 60 from the defendant's voluntary relief department, the acceptance of which operates as a release of all claims for damages against the company.

2. As a general proposition it is unquestionably true that a railroad company cannot relieve itself from the responsibility to an employe for an in-

jury resulting from its own negligence, by any contract entered into for that purpose before the happening of the injury, and if the contract under consideration is of that character it must be held to be invalid.

3. Where an employe agrees that when an injury happens to him he will then determine whether he will accept the benefits secured to him by the contract, or waive them and retain his right of action for damages. If he elects to accept benefits he waives his right to the other remedy.

Ottis vs Penna. R'y Co. U. S. Dist. Ct., Ind., January 19, 1896.

Note: Judge Ricks, of the U. S. Dist. Court, Ohio, on the 28th inst, rendered a similar opinion in the case of *Shaven vs. The Penna Company*. Shaven sued for \$25,000 for personal injuries as brakeman. As a member of the relief association he accepted benefits. The court held that membership in it involves the waiving of the right to hold the company liable for any injury for which a benefit is received. An attempt to show that such a contract was illegal was promptly overruled by the court.

Master and Servant—Negligence—Vice Principal.

The fact that a rule leaves it to the judgment of a conductor whether he shall take a train over the summit of a steep grade, as it is made up, or whether he shall detach a part, or call for extra help, does not make him a vice principal, for whose negligent performance of such duty a brakeman injured thereby can recover from the company.

Wooden vs. Western New York & P. R. Co. N. Y. C. of App., Nov. 26, 1895.

Lower Court Decision—Damages for Imprisonment.

Morton Mason, a brakeman on the Vandalia Railway Company's train, sued the latter for false imprisonment in the Clinton County (Ind.) Circuit Court, and recovered a verdict for \$5,250. The case was based on the following statement of facts. On the 24th day of July, 1894, Mr. Mason, who was braking for Captain Wise, on the main line of the Vandalia, was arrested and thrown into jail, charged with the illegal sale of tail-end mileage tickets. He was acquitted of the charge, and in turn brought suit with the above result. No appeal has been taken.

Will Brother Wm. Dawson, of Lafayette Division, 302, please write the Secretary of that Division, giving his present address?

**

The Secretary of Division 262 is anxious to learn the address of Brothers A. B. Webb, M. J. Harrigan, J. H. Evans and E. P. Grace.

**

Anyone knowing the present location of Brother A. J. Cates, of Division 246, will confer a favor by communicating with Brother J. D. Pennington, S. and T. of that Division, at Wymore, Neb.

**

If Brothers J. F. Rose and W. S. Edwards, of Division No. 123, will communicate with A. W. Staley, Secretary of that Division, they will receive information of great importance to them.

**

The quilt raffled off by the ladies of L. S. Coffin Division, No. 87, was won by ticket 138, and the holder can have the same by applying to Mrs. T. J. Watters, 31 Daily street, Houston, Texas.

**

Brother L. C. Renchen, of St. Elmo, Ill., reports the theft of his pocketbook, containing Division card No. 5610, some money and a ring. He offers \$25 reward for the return of same, and no questions asked.

**

Keep posted in state and national politics by reading the great penny paper of Iowa, the Des Moines Daily News. Campaign rate from now until December 1, over six months only 70 cents. Address. The News, Des Moines.

**

We are reliably advised that a young man named Kelso is posing as a member of the Order, when in fact, he is not and never has been. He is the son of an honored member of Division 74. He is, however, in all of his representations as a member of the Order, an impostor, and should be dealt with accordingly.

Brother J. T. Grout, of Division 105, has become the proprietor of the hotel at the celebrated Rawles Mineral Springs, near Hattiesburg, Miss., where he will gladly welcome all Brothers in search of a pleasant resort, or of curative waters.

**

Copy of "Camp Fire Stories," by Col. Edward Anderson, has been received. The book is very readable and will interest the young of today, as well as the old soldiers. It is offered by the Star Publishing Co., of Chicago, at 25 cents in paper, or \$1 in cloth.

**

Mrs. Lizzie Skelton, of 752 Twenty-Seventh street, Louisville, Ky., would be pleased to learn the present address of her husband, John Howard Skelton. Any Brother who happens to know of his whereabouts will confer a favor by writing to her at the address above given.

**

Brother L. A. Singleton, of Division 69, recently left his wife standing upon a street corner in Chicago while he went in search of a room and nothing has been heard from him since. If any Brother knowing of his present whereabouts will communicate at once with this office the favor will be greatly appreciated.

**

There will be a union meeting of the B. L. E., B. L. F., B. R. T., O. R. T. and O. R. C., at Roanoke, Va., on July 15 and 16 next, and a cordial invitation is extended to all the members of our Order to be present. Brothers R. M. Robinette and M. J. Jennelle, of Division No. 210, represent the O. R. C. on the reception committee and all Brothers who expect to attend will confer a favor by informing them of that fact, addressing them at box 83, Roanoke, Va.

**

Labor Day at the Ottawa, Kansas, Chatauqua Assembly, June 26, will be devoted to the discussion of the interests of the workers, and a union meeting of five federated railroad organizations

will be held for that purpose. Some one of the Grand Officers of each of these bodies will be present and assist in the discussion, and all who attend may expect to be well repaid for their trouble. The members of Division 265, O. R. C., request that all the Brothers who attend wear badges giving the names and numbers of their respective Divisions

**

The Baker and Taylor Co., 5 and 7 East Sixteenth street, New York, offer at \$1.25, postpaid, a work by Fayette Stratton Giles, entitled *The Industrial Army*, which will be of interest to all who take any interest in the theory of co-operation commonwealth.

The proposed structure of *The Industrial Army* is based on the co-operation plan and is ingeniously presented.

**

The strike inaugurated by the organized cigar makers of Detroit, Mich., through the American Federation of Labor, nearly a year since, for the purpose of protecting the young and the weak from the evil effects of child labor and underpaid labor of women, is still in force. The strike has been strongly resisted, but the striking cigar makers have maintained their position against strong odds, and their ranks still seem to be unbroken. The strike in the factory of S Ottenburg & Bro., of New York, is reported as having resulted successfully to the men. The cigar makers of De'roit are entitled to the support of all organized labor in their effort to prevent the use by members of organized labor of the products of manufacturers who refuse to their employes such conditions and consideration as should be accorded.

**

The following letter written to Brother M. N. Arnold of Division No. 304, by Frank H. O'Brien, an old time member of Division 193, B. of L. E., is self explanatory:

I have been an employe on the railroad for twenty-seven years; during sixteen years of this time I have, at intervals, run an engine; indeed I have done all kinds of railroad work and enjoyed robust health until four years past, when I became weak and sick. During these four years of sickness, and up to this hour I have found who my friends were and are. Who are these tried, faithful, generous Samaritans? They are the Order of the O. R. C., and to them I am constrained to render this tribute of grateful praise. My whole heart goes out to these noble men, and I pray God to reward them with His choicest blessings. Of the I. C. R. R. conductors, M. N. Arnold, Tim Jewett, Steve Lewis, James Wilson, Depot Master Y. A. M. V.; John Balenger, Thos. Lawrence, T. & P.; Lee Magee, John Buchanan, Will Jordan, Pat Gainer, and all others of the O. R. C. who knew me, again I repeat, may God bless them all.

The *St. Paul Pioneer Press*, of June 1, contained the following, which will be found of interest by members of the Order in all portions of the country:

If Chief of Police Goss does not become an Inspector Byrnes and the scourge of scamps, it will not be because his star is unworthy of his abilities. Its X rays will doubtless dazzle into innocuous desuetude the ferret eyes of the slyest rogues from Dan to Bersheba, yea, even unto Minneapolis and over against Mendota. For how can the burglar deny his burgling, the hold-up his hold-upping before the dazzle of diamonds and the glare of gold.

But the credit for thus sagely fortifying the new chief against the possible frailties of a silver plated star must be given, not to any society for municipal reform, but to the Order of Railway Conductors, of which Chief Goss has been an honored member for twenty years. The Order not only appreciate the personal character of the Secretary and Treasurer of its local Division, No. 40, but it appreciates the honor accorded the Order by Mayor Doran's choice.

Yesterday afternoon, therefore, when the regular business of Division 40 had been completed, M. Clancy, Grand Secretary and Treasurer of the Order, who was present for the occasion, asked all the Brothers to meet him at the Nicollet Hotel. In response to this request quite a large representation of the members of Divisions 40 and 117 gathered at the place designated. When all were in, A. B. Garretson, Grand Senior Conductor of the O. R. C., put one hand in his pocket, and suddenly confronted Mr. Goss with the statement that the latter's fellow conductors were pleased with Mr. Goss' good fortune. They knew that he had made an excellent conductor when he had a run on the Great Northern; they knew that he would make an admirable chief of police, provided, however, he wore an effective star.

Then Mr. Garretson's hand came out of his pocket, bearing a leather case, wherefrom blossomed forth a splendid five-pointed star of solid gold enameled in blue, and inscribed with the words "Chief St. Paul Police," around a white and flawless diamond weighing nearly two carats. On the back is the inscription, "Presented to M. N. Goss by Division 40, O. R. C., of St. Paul, June 2, 1896," that date marking the beginning of the chief's term of office.

Mr. Goss, unlike many recipients of testimonials, was really surprised, and he was only able to express his emotion and his thanks.

**

At the time of writing the Grand Convention of the B. of L. E. is still in session, the greater portion of the intervening week having been taken up with a discussion of insurance matters. A thorough reorganization of this department was determined upon and the resignation of its officers asked for. President Youngson and the trustees handed in their resignations cheerfully, stating that they had nothing to fear and even courted investigation, but Secretary Hays at first refused to comply with the request. Mr. Hays had two years of unexpired term of service and

finally agreed to accept his salary for one of those years and resign. The election which followed resulted in the selection of the following board of officers: President of Insurance, W. E. Futch, Brunswick, Ga.; Vice-President, L. Zeigenfus, Clinton, Ia.; Secretary-Treasurer, W. B. Prenter, Ottawa, Ont.; Trustees, John Cassell, Division 34, Columbus, Ohio; Asa Sawyer, Division 31, Cleveland, Ohio; Jos. Polite, Division 4, Toledo, Ohio; M. H. Shay, Division 329, Youngstown, Ohio; C. A. Baldwin, Division 167, Cleveland, Ohio; W. J. McQueen, Division 145, New York City; Jas. S. Mather, Division 100, Danville, Ill.; F. F. Coggin, Division 61, Boston, Mass.; P. F. Doyle, Division 157, Jersey City, N. J. P. M. Arthur was re-elected Grand Chief Engineer by a vote of 326 to 86, a splendid tribute to his worth as a man and an executive, coming, as it does, at the end of 22 years' service as a successful leader of the Brotherhood. The other officers elected were: Second Grand Engineer and Editor, C. H. Salmons; First Grand Assistant Engineer, G. A. Kell, Pointe St. Charles, Montreal; Second Grand Assistant Engineer, J. C. Currie, Jersey City, N. J. J. D. Collins was re-elected Grand Guide, and G. R. Dority, Grand Chaplain. St. Louis having been selected as the place for holding the next convention, the office of Third Grand Assistant Engineer went to H. Walters, of that city. A. B. Youngson, Assistant Grand Chief Engineer; T. S. Ingraham, First Grand Engineer, and D. Everett, Third Grand Engineer, held over. The B. of L. E. is not incorporated, while its insurance department is, making of them really two separate organizations. Mr. Youngson was both Assistant Grand Chief of the Brotherhood and President of its insurance department, and his resignation of the latter office did not affect his standing in the other in the least. The officers of the Auxiliary for the next two years are as follows: Grand President, Mrs. W. A. Murdock, Chicago; Grand Vice-President and Editress, Mrs. M. E. Cassells, Columbus, Ohio; Grand Secretary, Mrs. Harry St. Clair, Logansport, Indiana; Grand Treasurer, Mrs. Robertson, Toledo, Ohio; Grand Chaplain, Mrs. F. S. Rowley, San Francisco, Calif.; Grand Guide, Mrs. Byron Baker, Ottawa, Ont.; Grand Sentinel, Mrs. Adams, Roanoke, Va.

The convention finally adjourned on the 5th inst.

We are avised by the Secretary of Division 36, that one F. W. Brennan, and one A. L. Snook have recently been in Pueblo posing as Order

men, and in possession of sufficient information to admit of their imposing on careless Order men. A. L. Snook was formerly a member of Division 127, but has not been a member of the Order since November, 1894. F. W. Brennan never was a member of the Order. Great care should be taken by all members in dealing with strangers, as the crop of impostors is exceedingly good, whether other crops are, or not.

The annual picnic of Division 139 was held at Knoxville Tenn., on May 28th, and was a very largely attended and enjoyable affair, as well as a financial success. In the afternoon addresses were delivered by Major F. K. Huger, Superintendent of the Southern Railway; W. T. McAtee, of Division 89, Louisville, and Grand Chief Conductor Clark.

The following touching tribute by "J. H." in the *Cleveland Leader*, will be read with interest, as it is indicative of what is thought of the quiet business like conductors by the quiet, business like member of that great public with which we come in such close contact:

The average passenger knows little of the personality, or the personal life of the uniformed officials who manage his train. They are a class separate and apart, and they are busy. Each of them has a record well footed on experience, ability, courtesy, sobriety, and fidelity. The passenger knows that, and is content.

The conductor on the south-bound Valley train on Wednesday evening said to me: "Charley died at five o'clock." The train rolled on as usual; there was the same buzz and chatter of passengers; the names of the stations were called out; there were good-byes and "how-de-dos," and then the "all-aboard," and the whistle, and onward to the next. Corporations do not die.

But men do die. Under their visored caps and blue uniforms these train officials had the hearts of men. Sadness marked their faces as they moved quietly to and fro, inwardly striving to realize the fact that Charles P. Hodges, late conductor on the Valley Railway would pass southward through the beautiful valleys of the Cuyahoga and Mimiskillen not again.

During more than five years I had taken almost daily trips of twenty-five miles on Mr. Hodges' trains. For a year or so the man Hodges remained more or less obscured behind the official reserve of Hodges, the conductor. But the daily meeting, face to face, and eye to eye, at length wore away every barrier, and we were friends, like other friends who instinctively find themselves side by side in the same railway seat. I have never seen his family, but I know that there is a stricken widow, a daughter, a son, and a widowed mother to mourn a loss to them that words cannot express. His pictures of his home and its ties and tenants always showed where his heart was permanently anchored.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessments No. 310 and No. 311; Issued June 1, 1896; Time for payment expires July 31, 1896.

Assessment No. 310 is for death of J. Conroy, May 18, 1896; Assessment No. 311 is for death of Geo. White, May 21, 1896. All members whose certificates are dated earlier than May 18, 1896, are liable for both assessments, while those whose certificates are dated earlier than May 21, 1896, and later than May 18, 1896, are liable for assessment No. 311.

BENEFITS PAID FROM MARCH 21 TO APRIL 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	e les.	FOR	AM'T.
1014	G. A. Metzger	R. R. accident	79	1309	B	Death	\$2,000
1015	J. H. Murphy	R. R. accident	317	2405	B	Death	2,000
1016	W. M. Grabill	Killed by cars	262	2742	A	Death	1,000
1017	A. J. Dolphin	Heart clot	11	1147	C	Death	3,000
1018	J. Sanderson	Apoplexy		3628	C	Death	3,000
1019	Edw. Myers	Accident	86	3340	A	Death	1,000
1020	N. S. Ohler	Injuries	100	2159	A	Death	1,000
1021	G. W. Foulk	Loss of hand	259	2266	A	Dis.	1,000
1022	P. L. Biglow	R. R. accident	126	2576	B	Death	2,000
1023	Jas. Haggard	Accident	162	1494	B	Death	2,000
1024	T. G. Mabee	Heart disease	104	3658	C	Death	3,000
1025	M. M. Thorp.	Loss of leg	115	2784	A	Dis.	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,627; Series B, 3,330; Series C, 4,677; Series D, 412; Series E, 73. Amount of assessment Nos. 310-311, \$56,625; Total number of members, 14,119.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to April 30, 1896.....	\$2,308,983 10
Received on Expense Assessments to April 30, 1896.....	50,728 30
Received on Applications, etc., to April 30, 1896.....	34,430 49
	\$2,394,141 89
Total amount of benefits paid to April 30, 1896.....	\$2,290,867 00
Expenses paid and assessments returned to April 30, 1896.....	77,889 70
Insurance cash on hand April 30, 1896	25,385 19
	\$2,394,141 89

EXPENSES PAID DURING MARCH.

Assessment returned, \$1.00; Fees returned, \$37.00; Incidental expense, \$2.50; Stationery and printing, \$21.70; Postage, \$146.00; Legal, \$220.00; Salary, \$360.42; Total, \$788.62.

Received on Assessment No. 307 to May 20,.....	\$26,787 00
Received on Assessment No. 308 to May 20,.....	15,211 00
Received on Assessment No. 309 to May 20,.....	5,155 00
Received on Assessment No. 310 to May 20,.....	1,586 40

M. CLANCY, Secretary



Wright.

Libbie, daughter of Brother A. M. Wright, of Division 9, died at the family home in Elmira, N. Y., on the 11th ult. The funeral was held the following Tuesday and was attended by a large concourse of sorrowing friends.

McIntyre.

Division 203, in the death of Brother W. J. McIntyre, has lost one of its honored members. Brother McIntyre met his death in the performance of his duties May 9th, and his funeral was held at the home of his father at Aylsford, which was largely attended by members of the O. R. T., B. R. T., B. L. E. and B. L. F. The sympathy of the Order is extended to all who must feel his loss the most keenly.

Smith.

The home of Brother Harry Smith and wife of Washington, Ind., has been made desolate by the death of their children, Bessie aged eight years and Harry aged four years, both having passed away within a short time of each other. Division 89 of the Ladies' Auxiliary, of which Mrs. Smith is a member, extend their heartiest sympathy and sincere desire that the bereaved parents may be given strength to bear their sad affliction.

Roberts.

Johnnie, aged fourteen years, the second son of Brother C. D. Roberts and wife, was taken from their home by that dread disease, diphtheria, after a sickness of six days. The stricken parents have the sympathy of Cheyenne Division L. A. to O. R. C., as well as that of Cheyenne Division O. R. C.

Cox.

Brother Harry E. Cox, of Division 333, died May 14 last, after a protracted illness of typhoid pneumonia, aged 32 years. Deceased was one of the most faithful members of his Division, one who distinguished himself by deeds rather than words, in promoting the interests of the Order. A wife and child are left to mourn his loss, to whom the Division extend sympathy through resolutions adopted at a recent meeting. The remains were ac-

companied by Brothers Driver and Crawford to Tyrone, Pa., where the members of Division 51 took charge of the burial.

Remington.

At a recent meeting of St. Albans Division No. 24, resolutions were adopted tendering the sympathy of the Division to Brother Clark Remington in the death of his mother.

Hurley.

St. Albans Division No. 24 tender their sincere sympathy to Brother John C. Hurley in the death of his eldest son James, resolutions to that effect having been adopted at a recent meeting.

Neal.

Another link has been broken from the chain binding together the members of Division 139, in the death of Brother H. G. Neal, who passed peacefully away on the morning of the 4th inst., aged 48 years. Deceased was an exemplary man in every walk of life, one who was never known to speak ill of another. His death leaves desolate a wife and two sweet little girls, to whom the sincerest sympathy of all will be extended.

Watson.

The home of Brother Wm. A. Watson, of Division 24, has been darkened by the death of his wife, which occurred on May 23d. Deceased was not only beloved by the home circle, but by all who knew her. All the Order will sympathize with Brother Watson and his children in the terrible loss which has come to them.

Shepard.

Division 139 is called upon to share the sorrow of Brother W. P. Shepard, in the death of his wife, who passed peacefully to her home on high, on the morning of the 25th ult. Although but young, being only 26 years of age at the time of her death, her many womanly traits of character had won for Mrs. Shepard a wide circle of friends, all of whom will join with the bereaved husband in mourning her untimely end.

OBITUARY.

Rhodes.

Brother Jesse L. Rhodes was killed by an accident at Dublin, Texas, on the Fort Worth & Rio Grande railway. He leaves a wife and one child, a boy. This is the second death in that Division this year. Brother Rhodes was highly esteemed by his associates, and will be greatly missed wherever known.

Kimme.

At a regular meeting of Cheyenne Division No. 31 held May 27th, a committee was appointed to draft resolutions conveying the sympathy of the Division to Sister J. J. Duffy in the death of her mother, Mrs. Kimme, May 18, 1896.

Bohmic.

The members of Division No. 13, of the L. A., are called upon to mourn the death of Sister M. E. Bohmie, aged 49 years, 3 months and 3 days. The first of the number to be taken away by death since their organization. A husband and five children, an aged father and mother are left to mourn the loss of a loving wife and mother and devoted daughter, and to them will be extended the most profound sympathy of all who are bound to them by double ties of friendship and fraternal love. Sister Bohmie was the wife of Brother W. E. Bohmie, and sister to Brother Polk Elkins, of Division No. 241.

Campbell.

With unexpected and awful suddenness, came the boiler explosion which snuffed out the life of Brother M. Campbell, of Division 325. This occurred at Lower Crossing, Utah, on May 27th, and by it the Order lost a loyal and true member, while the void in the home he loved so well can never be filled. "Mack" was a friend to his friends, a royal good fellow, one of God's noblemen. Close business relations and warm personal friendship of many years standing with Brother Campbell bring the terrible loss right home to the editor as well as to many others with whom he was associated as a member of Division 124. May he rest in peace, and may ministering angels bring healing to the broken hearts of the loved ones he leaves behind.

Cassidy.

In January last Chief Conductor E. W. Cassidy, of Division 219, suffered a great loss in the death of his mother. Resolutions expressive of the sympathy of the members were adopted, and the funeral was attended by the Division in a body.

Campbell.

The sympathies of the members of Division 219 go out to Brother W. J. Campbell and wife in the loss of their infant daughter, Gwendoline, who was called from them April 27, last.





C. H. WILKINS,
Assistant Grand Chief Conductor.

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CONTRIBUTED.

THE FUTILITY OF LAW.

BY W. P. BORLAND.

A machine which is built on wrong principles always requires a vast deal of tinkering to keep it in running condition, besides which, it never accomplishes satisfactory results. One can never tell what to expect from such a machine. It is liable to kick up and play the mischief with whatever task it may be employed on, even when it is running along in apparent smoothness; and it is almost certain to give out at a critical time, when it is being pushed to its maximum capacity and is most needed. The repairs on such a machine soon come to cost more than the machine itself is worth; one must be continually applying a piece here or a patch there in order to keep the confounded thing in working condition; mechanics must be paid for working overtime to make necessary repairs; and from first to last the machine is a regular nuisance, a source of worry, extravagance and bad results all around.

The wise man does not waste a great deal of time in tinkering with such a machine, but consigns it as speedily as possible to the scrap heap and replaces it with one built on right principles.

And what a pleasure it is to note the working of a machine which is constructed on correct principles throughout!

There is never any uncertainty about results. It always works smoothly; at the maximum economy; and it requires no tinkering and patching to keep it in order, the only repairs called for being the occasional replacement of a worn-out part by a new one.

It is so with the social machine—the state.

Constructed on wrong principles it requires a vast deal of tinkering to keep it in running order, and the results which it accomplishes are always unsatisfactory. Constructed on right principles it will work smoothly and economically; there will need to be no continual tinkering and patching to keep it going; it will be a model of simplicity and efficiency; and its results will always be right.

The amount of tinkering, piecing, patching, altering and mending which our legislative mechanics, assisted by almost numberless bodies of self constituted extra-legislative tinkers throughout the nation, are applying to our present social machine is truly appalling. It is a sure indication of the fact that the machine is constructed on wrong principles. And, in spite of the vast amount of fixing devoted to it, as is perfectly natural and inevitable, the machine continues to exhibit itself as a crazy, balky, rickety old contraption which is always going awry, always giving out at critical times, always costing more for its maintenance than the entire arrangement is worth, and continually producing results which are unsatisfactory and disappointing. Like a diseased clock which persists in striking seven, eight or ten, when it ought to strike nine, one never knows just how to take it, and aside from the vast horde of tinkers whom we pay so liberally for fixing at it the machine seems only to work to the worry, dissatisfaction and perplexity of everybody concerned.

And still the cry goes up for more fixing, more tinkering, more patching,—more law! Why, if

this planet ever chances to become the abode of rational beings, with what pity and contempt must they look back on the puerile efforts of these nineteenth century megalomaniacs who are so infatuated with themselves and their supposed wisdom as to imagine themselves able to regulate everything under the sun by act of legislature? Why is it that men refuse to exhibit the same degree of wisdom with respect to their social machine that the individual exhibits as to the use of any mechanical contrivance with which he desires to accomplish a definite result? Their failure to do so can only be explained on the score of generally prevailing ignorance. Workingmen are clamoring for law here and law there; they want eight hour laws, convict labor laws, factory inspection laws, immigration laws, arbitration laws, laws against the sweating evil, license laws for the different trades, (I note that even the barbers are now calling for a license law compelling barbers to pass an examination before a legally constituted board of examiners and receive certificates of competency from such board before they can legally exercise their trade; failure to hold such certificate to be punished by fine or imprisonment), laws against the employment of children, and many others too numerous to mention; in fact, there is not a single economic disability under which workingmen labor to-day that is not sought to be removed by means of legislative enactment. And how pitiful are the results! What benefit have workingmen derived from the vast body of labor laws which weigh down our statute books in almost every state in the union—laws which have been enacted expressly for their good, and mainly on their demand, and calculated especially to neutralize the effect of economic conditions which oppress them? The benefit which can be directly charged to the law is so infinitely small as to be unworthy of mention. And the more they are oppressed the worse their condition grows, the louder they clamor for law!

Practical demonstrations of the utter futility of their efforts seem to teach them nothing. Defeat after defeat dampens not their ardor in the pursuit of the impossible. Legislative tinkering has become a sort of second nature with them, and with a heroism that is truly admirable, coupled with a lack of intelligent observation that is appalling, they come up smiling after each defeat and boldly gird up their loins for another wrestle with the legislative machine, seemingly convinced that if they keep at it long enough it will finally—by accident, probably—grind out a law which will prove effective to give them relief. Here is something which we have yet to learn:

There was never a law made i 'ry

on earth, either despotic, monarchical or republican in its form of government, and there probably never will be a law made, of sufficient power to overcome a fundamental economic fact.

That is a very broad statement, but it is nevertheless a statement which is consistent with historical fact; and until men pay some attention to the lessons of history, and thus learn to use their power for the alteration of fundamental economic facts, they are merely wasting their efforts; they may tinker with the legislative machine till doomsday without improving their status by the value of a pinch of snuff. Change the fundamentals, and so obtain a machine that is constructed on right principles, and it will be easy enough to obtain satisfactory results without the necessity of continual legislative tinkering, patching and mending. All the law needed by men for their government is to be found in the constitution of the universe, and it is necessary for men to place themselves, collectively and individually, in harmony with this law if they would have peace and justice to reign on earth. Men may discover and state the law, but they can never make it; and it is inevitable that all efforts to invest mere legislative enactments with a positive character must end in failure, as it is and always has been the purpose of legislative enactments to overcome the force of natural facts.

It is a fact which has been noted by Buckle, one of the soundest philosophers and clearest thinkers of the present century, that only in its negative aspect has the law been a progressive factor in civilization; that is to say, it is only the repealing statutes, those which have abolished existing laws, leaving things in their original condition, that have been progressive in their nature. The less law we have, the nearer we approach to nature in our social and political adjustments, the better it is for human welfare; and when our fundamental economic and social facts are right we need no law whatever.

Take the following absurdity, which is but illustrative of a whole class of absurdities:

Why should free men need a law to decree that they shall work but eight hours a day? Is it not a freeman's right to work as few or as many hours a day as he sees fit, and who can coerce a free man to work nine or ten hours a day when he is satisfied with eight hours' labor? Whoever has power to force men to work either more or less than they desire to work is the master of those men, and the men are slaves; it is impossible to deliver them from slavery by simply making it illegal for their master to compel them to work longer than eight hours a day, because such a law

does not touch the fundamental fact of his mastership over them. You may put the ballot in the possession of these men and call them free men if you wish, but they are none the less slaves; and to enact a law to compel their master to work them a certain number of hours a day, without changing the fundamental economic fact which makes them slaves, is an entirely useless and futile proceeding. It is not more law which these men need for their protection, but less. Not a positive enactment, but a reclaiming statute is their need.

So it is with the whole body of law which assumes to regulate the industrial relations of men and purge away the bad effects of fundamental economic arrangements. It is mere tinkering and can amount to nothing. The ax must be laid at the root of the tree.

Twenty-five centuries ago or thereabout the people of the Greek state of Attica, which was then an oligarchy in its form of government, found themselves in a most deplorable economic condition. They were oppressed by debts which had been contracted under such exorbitant rates of interest that their repayment was entirely hopeless. The land of the state was monopolized by the wealthy citizens by mortgage foreclosure, in addition to which, owing to a custom which was in vogue of borrowing on the security of the debtor's person, the mass of so-called free citizens were rapidly being forced into the most hopeless slavery, not themselves alone, but also their wives and children, whose persons were pledged for debt along with those of the husbands and fathers. The government of the state was in danger of subversion by the debt-ridden citizens, who boldly exhibited an insurrectionary spirit and clamored for the introduction of communistic measures. Says Fenelon, in his "Life of Solon": "The poor were so much involved in debt that they were daily treated as slaves by their creditors, who, as they thought proper, compelled them to work or exposed them to sale. A great number of poor citizens assembled together, resolved to choose a leader, and in the future to provide some security against their being sold as slaves for not having paid their debts on the appointed day; and likewise to oblige the magistrates to divide the wealth of the state equally, as Lycurgus had formerly done at Sparta."

In this crisis the great Athenian law maker, Solon, was pressed into service and given *carte blanche* to construct a body of laws which would avert the dangers that threatened the state. We have heard much about the excessive wisdom of Solon,—there are few school children who have not been awed by the profound wisdom displayed

in his answer to Croesus, and its wonderful effect on the Persian king after Croesus had been so unfortunate as to fall into his power—but so far as I have been able to determine he was merely an ignorant legislative tinker whose principal recommendations to the confidence of his fellows were honest intentions and a good heart.

Solon entered upon his work with a great deal of zeal, and he introduced measures which must have struck the Athenians as very radical. In the first place he abolished the existing form of government and substituted for the oligarchic the plutocratic principle in the constitution of the state. He divided the citizens into classes according to their wealth, investing each class with power and responsibility in the government of the state in accordance with the property held by its members. For instance, only members of the first class were eligible to the Archonship, the highest office in the state. Those who had no property, the Thetes, were put in the fourth, or lower class, and were absolutely debarred from holding any office in the state; but as a measure of compensation they were given the franchise, thus permitting them to exercise the same power in the election of candidates for office as was exercised by the members of the office holding classes, and they were relieved from the payment of an income tax which was levied on the members of the property-holding classes. As measures of immediate relief he reduced the rate of interest and decreed that it should be forever unlawful to pledge the debtor's person for debt. As to the existing debts accounts differ. Some say that he decreed the total abolition of all debts contracted before that time and forever debarred creditors from making demand for them, while other accounts have it that he reduced them to one-fourth their existing amount by debasing the money standard in which they were to be paid, bringing about this result by reducing the silver minar, the existing money unit, to one-fourth its existing value. (What a terrible outcry either of such measures would raise in the ranks of our modern plutocrats!) However, Solon played hob with the debts in one way or the other, and accounts agree that he was himself a large loser by the operation of his law, as he deprived himself of a considerable sum of money which was due him as his father's heir. Having completed his work and received the blessing of his grateful fellow citizens, he made them swear to implicitly obey his laws for a period of at least ten years, and then exhibited the first and only real evidence of wisdom which history has recorded of him by taking himself entirely out of the way, and devoting the next ten years of his life to for-

eign travel. What did all this lawmaking come to? In spite of the fact that the people had been greatly relieved of their debts, and had been endowed with a greater measure of political power than they had before enjoyed, Solon returned at the end of the short period of ten years to find things as badly off as before he tried his hand at law-making! Things were in complete disorder, and the harried people were turning longing eyes upon the tyrant, Pisistratus, in the hope that he might be able to do something of moment where Solon had failed. No sooner had Solon showed his face in Athens again than the people, probably feeling themselves relieved from their oath to obey his laws, hailed the tyranny of Pisistratus as a pleasant deliverance from their troubles. And, strange to say, after the tyrant had set at defiance all the existing laws and usurped all the authority of the state, things did begin to brighten up a little. Pisistratus was guilty of a great blunder, however, when he made the discredited Solon his legal adviser.

In spite of what was undoubtedly considered the extreme radicalism of Solon's laws they failed to touch a fundamental fact,—dealt only with effects—and they could amount to nothing. The people, although possessing a considerable measure of political power, were burdened with class distinctions in their political and social relations; there was no disposition to recognize a freeman's natural and absolute right to the use of the earth; and slavery was an established principle in industry. Until these fundamental wrongs were righted there could be no peace for the Greeks, and a million Solons would not have saved Athens from perishing miserably as she did.

Now, let us project ourselves forward in the time about twenty centuries and take a short look at a horse of another color.

We will take our stand in England at about the period of the black death in 1348. Feudalism was the established order. Under the feudal scheme the king, as representative of the English people, was the theoretical owner of the entire kingdom, he allotting definite portions of land to his subjects to be held by the right of *use*, and never by right of absolute possession. No man might hold land except on condition of performing certain feudal service in return for the privilege thus granted him, and this obligation extended from the highest to the lowest subject in the kingdom; there was no such thing as an absolute title to the possession of land. A statute of Edward III reads: "That the king is the universal lord and proprietor of all land in his kingdom; and that no man doth or can possess any part of it but what has mediately or immediately derived

as a gift from him to be held on feudal service."

This is the law of England to-day, as the statute has never been repealed, and, in the words of an eminent English jurist, "no lawyer will assert for any English subject a higher title than tenancy-in-fee, which bears the impress of holding and denies the assertion of ownership." The sovereign allotted the different provinces to the several greater barons; not as theirs to own, but for them to rule over, to defend, and from which to collect taxes; they, for this right of use, giving military and other service to the sovereign.

These greater barons sub-let the subdivisions of these provinces to their followers on condition of similar feudal service, and these lesser barons again subdivided their holdings among their followers in the same way, and so on down to the villain and the serf.

Each man in England thus had at least a little land for use, for which he paid tax in service to his over-lord, and so up to the sovereign, the owner of all England. The land was in effect nationalized, owned by the sovereign as representative of the nation, and allotted and subdivided, with more or less approximation to justice, among all the people for use. Every man, even the poorest, had the right to the use of a little land, and so long as he paid due tax in the way of service to his over lord he had for that use of land an absolute fixity of tenure. Besides the manor land which was thus held by feudal tenure there existed vast stretches of land, not included within the limits of any manor, which was free, or "common" to all. The peasants, however humble they might be, had the same rights to the use of this common land as the highest nobles in the kingdom. Here they might pasture their little flocks, gather turf or fagots for fuel, or plant a little vegetable garden if they choose, without let or hindrance. This system of land tenure was the fundamental economic fact in English society at the period we are considering.

Politically and socially the common people were the veriest slaves. There were degrees of servitude, of course, but generally speaking the people had no rights which the lords were bound to respect, save the economic rights which fell to them as a consequence of the feudal scheme. They had no voice in the government, whatever, and no influence on the making of the laws which governed them. They were tied to the land, and there was a very considerable class, known as thralls, representing the lowest degree of serfdom, whose members were held in direct slavery, and who were compelled to perform the very lowest menial service for the lords. Up till the twelfth century these thralls were bought and

sold the same as cattle, and they at one time formed a medium of exchange, known as live money. There was practically no wage labor, the great bulk of all labor, both in handicrafts and in agriculture, being done in feudal service. But there had long been a process of evolution going on in the direction of the wage system, which, when the black death burst upon the kingdom in 1348, carrying away fully one-third of the entire population, made itself felt for the benefit of the workers. For a long time previous to the plague there had been a tendency to allow certain of the serfs to cultivate portions of the manor land on their own account, the lords exacting a fixed portion of the product, as well as certain services as the price of servitude. Gradually, too, there grew up a custom of commuting certain of the feudal obligations of the serfs for money payments. These privileges were subject entirely to the lord's will, and were granted merely as a matter of convenience to him; the serfs had no power either to create or enforce them. Nevertheless, the serfs who enjoyed them gradually came to manifest a spirit of independence which raised them immeasurably above the unfortunate thralls, and when the plague came they insisted on a continuance of these privileges as a part of their rights, instead of as favors granted out of the lord's will. The plague exercised an immense influence on the social and economic conditions of the serfs. Vast numbers of workers were swept away and the system of labor was disorganized. Crops were suffered to rot in the fields for want of labor to harvest them; cattle and sheep roamed throughout the country for want of herdsmen; many estates were left entirely uncultivated, and the nobles generally were much impoverished and reduced to almost absolute dependence on the serfs whom the plague had spared for their subsistence. Under these circumstances the lords were constrained to accord the serfs a greater measure of liberty than they had yet enjoyed, and, indeed, they now lacked the power to keep the serfs in subjection. The serf who resented the treatment he received from his lord could now run away without fear of the lord's power to bring him back, and he might take service with some other lord if he wished, with the assurance that his new master would be so glad to obtain his services that he would not only protect him against his old master, but also grant him greater liberties than he had yet enjoyed. This scarcity of labor made the feudal service due to the lords much more valuable than the money payments which had been fixed on as its equivalent, and there was a determined effort to revive the ancient practice of demanding serv-

ice, which was still the lord's right in theory, but which he had long abandoned in practice.

This demand was resisted by the serfs with entire success. The lords were constrained in many instances to grant that even less than had hitherto been demanded should be arranged for in exchange for service, and many of the lords excused their service rents altogether, lest they should be left entirely without labor to cultivate their estates. The number of those who were placed in a position where they could demand wages for their services was thus largely increased, and, in the words of Thorold Rogers, "the great plague had almost emancipated the surviving serfs."

Then began a period of great activity in law-making. Wages rose, and the number of those who could demand wages vastly increased. The lords became alarmed and hurriedly called on parliament for relief. The king, Edward III, responded promptly to their outcries, and issued to the sheriffs of the several counties a proclamation directing that no higher than customary wages should be paid within their jurisdiction, under penalty of amercement; and as soon as parliament met, the sentiment of this proclamation was crystallized in the famous Statute of Laborers. This statute complained that since the pestilence no person would serve unless he was paid double the wages allowed five years before, to the great detriment of the lords and commons. It decreed that no laborer should decline to work at the wages which had been customary in the king's twentieth year. The lord was given the first claim to the labor of his serf, and those who refused to work for him or for others were to be sent to the common goal. Laborers were forbidden to quit their employment before the time set in their agreements, under penalty of imprisonment in the stocks. Lords who paid more than customary wages were liable to treble damages, and any excess of wages taken or paid was to be seized for the use of the king. This statute proved totally inadequate. The lords continued to complain, and the statute was strengthened from time to time by supplemental acts of parliament, the penalties for its infraction increasing in severity in direct ratio with the uselessness of the law.

In 1360 it was enacted that the workman who should absent himself from work without permission, or quit his place of abode, should be imprisoned for fifteen days and branded on the forehead with an iron in the form of the letter F. In cases where the fugitives fled into the towns the magistrates were directed to deliver them up, and in case they failed to do so they were subject to a penalty of fifteen pounds, ten of which went

to the king and five to the master by whom the fugitive was claimed. Magistrates all over the kingdom were empowered to fix the rate of wages at stated times in the interests of employers, and dire penalties were attached to infractions of their decrees; laborers were absolutely forbidden to demand more than established rates and were also forbidden to migrate from place to place in search of work; the dress of laborers was strictly prescribed so as to facilitate the capture of those who disobeyed the law; but still wages continued to rise. The efforts of the lords to enforce their legal power over the serfs, coupled with the sovereign's attempt to collect a poll-tax, brought on Wat Tyler's insurrection in 1381. This uprising resulted disastrously for the peasants, as the king perfidiously betrayed them after having acceded to their demands. He lulled them into security by promising them charters of freedom, and by fair words induced them to disperse their forces; then, when he had them off their guard, he delivered them over to butchery by his soldiers and refused the charters he had granted. "In bondage ye have been and are," said he, addressing them after he had gained the upper hand through an exhibition of the vilest treachery, "and in bondage ye shall remain; not such as that ye have heretofore known, but in a condition incomparably more vile." But, while the king's will was good enough, and while he was well supported by the whole legal authority of the kingdom, it was one thing to decree bondage and another thing to enforce it. Wages continued to rise and it became increasingly difficult for the lords to assert their old power over their dependents, notwithstanding that laws were piled upon laws, and they were laws of the utmost severity, enacted and executed by men who were troubled with no squeamish notions about human rights; serfdom was virtually at an end. Throughout the whole of the fifteenth century wages remained high in all occupations. From the date of the black death, when they began to rise, they continued to rise during the remainder of the fourteenth century and almost the whole of the fifteenth, not showing a downward tendency until about 1490. And this was in spite of the fact that prices were, in the main, constantly decreasing; and of the further fact that parliament, at the instigation of the employers of labor, was continually enacting the most stringent laws for the purpose of keeping wages down. Rogers is emphatic in the statement that the working day was one of eight hours. He says: "It is plain that the day was one of eight hours." And again: "The artisan who is demanding at this time an eight hour day in the build" trades is simply

striving to recover what his ancestor worked by four or five centuries ago." This was not a matter of law; *it was an economic fact.*

Karl Marx calls attention to the fact that, while the object of modern legislation is to compulsorily shorten the working day, the statutes of those early times sought to lengthen it by compulsion.

When the serfs had succeeded in a measure in escaping from the personal rule of the lords, (and the existence of the nascent manufacturing industries under the protection of the guild organizations in the free cities was a factor of great importance in their deliverance, which I have not space to note), their feudal rights to the land remained intact, and the existence of those rights was the real reason why wages continued to rise for a century and a half in spite of the constant parliamentary enactments calculated to restrain it.

After the laborer had performed his stated feudal service for his lord he was free, and if the lord required more service he must pay wages for it. If the wages offered were not high enough to suit the laborer he was not compelled to accept them; he could manage to live on his little allotment, coupled with his use of the common land, in any event, and thus it was that he had the long end of the wage situation, and that parliamentary enactments were powerless to stop the steady rise in the price of labor. Spite of his social and political disabilities, the economic condition of the worker continued to improve until the fundamental economic fact which constituted his protection was changed.

Here was a feudal fact of importance during this period:

The military service which the barons owed their sovereign could only be performed by keeping up large bodies of retainers, hence that lord was the most powerful who had the greatest number of followers bound to him by the ties of feudal service, and this obligation of military service rendered it to the interest of the lords to keep as many tenants on their manorial estates as possible, even after the service rents had been so largely commuted for money payments.

But it happened that the military power of the barons which was thus maintained was often turned against each other on the most trivial pretexts; and, again, it was often turned against the very sovereign whom it was calculated to protect, a number of the greater barons frequently uniting their forces for the purpose of coercing the sovereign into ruling according to the dictates of their will, or, as was often the case, depriving him of his power of ruling altogether and putting another ruler in his place.

This practice of making and unmaking kings

became a favorite amusement with the barons, and was carried to great perfection during the dynastic struggle of the Plantagenet kings, known as the war of the roses. The power of the barons became considerably weakened during this long dynastic struggle, and when Henry VII came to the throne after the battle of Bosworth, in 1485, he took advantage of their weakness to strengthen the power of the crown and put an end to the practice of king-making. To this end he rigidly discouraged the custom of keeping up those large bodies of retainers which formed the military strength of the nobles. The policy of the nobles was now changed. Since their military strength was looked on with disfavor, and since the commutation of feudal service for money rents had grown to be a well established custom, it was no longer their interest to keep a large number of tenants on their estates, as the same amount of rent could be drawn from a smaller number, and with much less trouble. It also happened that the rise of the Flemish woolen manufacturers about that time raised the price of wool enormously and made sheep breeding a very profitable industry, and the impoverished lords, turning from fields of military glory to the more prosaic and more profitable field of industry, looked with covetous eyes on the numerous small farms of their tenants in villeinage, which, if thrown together, would make excellent sheep pastures. Then began a fearful struggle. The small tenants had exactly the same feudal rights to the land as the lords themselves, but their rights were entirely ignored. The lords began to claim their estates by right of *possession* instead of by right of *use*; they cleared their estates, pulled down the houses, and threw the numerous small holdings into single larger ones, displacing the people to make room for sheep. The people thus displaced were thrown helpless on the labor market; wages came tumbling down, and vagrancy and pauperism on a most unprecedented scale immediately appeared. Parliament became alarmed at the new fact which was causing disturbance in the kingdom and took a new tack at lawmaking. As early as 1489 a course of stringent and wholly useless legislation was begun to check the ravening greed of the nobles. Throughout this and the succeeding reign all sorts of laws were passed, and every remedy which legislation could suggest was tried to prevent the horrible effects of the nobles' new policy, except the right remedy of absolutely recognizing the rights of the disposed

peasants. Says Lord Bacon, in his "History of the Reign of Henry VII": "Enclosures they would not forbid, for that had been to forbid the improvement of the patrimony of the kingdom; nor tillage they would not compel, for that was to strive with nature and utility; but they took a course to do away with depopulating enclosures and depopulating pasturage, and yet not by that name, or by any imperious express prohibition, but by consequence." And they accomplished everything but the "consequence" they were striving for!

Under Henry VIII there came laws enumerating the terrible evils that had come upon the kingdom by the enormous increase in sheep breeding, and forbidding any one person to keep more than 2,000 sheep or to occupy two farms; also to encourage the raising of grain, flax and hemp, and the rebuilding of the houses that had been pulled down. But the laws were useless; wages continued to fall; insurrections of the dispossessed people were put down in blood, and terribly cruel legislation began to be enacted for the suppression of the hordes of vagabonds and paupers who roamed throughout the kingdom. It only needed the further crime of confiscation of the lands and revenues of the guilds and monasteries by the crown to complete the economic subjugation of the workers, and give effect to the long ineffective provisions of the Statute of Laborers.

Speaking of this act of confiscation, which was begun by Henry VIII and completed by the lord protector, Somerset, in the reign of Edward VI, Rogers says:

"Henry and his son had at last, though unwillingly, given effect to the Statute of Laborers."

Again he says: "If you go into the streets and alleys of our large towns, and, indeed, of many English villages, you may meet the fruit of the wickedness of Henry and the policy of Elizabeth's counsellors in the degradation and helplessness of your countrymen."

When workingmen begin to understand the fundamental economic facts which determine their status in the social scheme they shall be able to recognize the utter futility of the legislative tinkering which now so largely occupies their attention and absorbs their energies. Honesty, good intentions, and enthusiasm in the cause of oppressed humanity are of no weight when placed in the balance along with ignorance of fundamental facts.

THE CHURCH UNIVERSAL.

BY JOSE GROS.

Life is a question of motion under certain relations between forces and forms. In so far as the latter are subject to the force of gravitation, chemical affinity, etc., operating into sections of the cosmos, to that extent are the forms what we call physical. In proportion as the forms become more and more independent of such forces, and can spread their activities over vaster belts in infinite space, the forms become more and more spiritual, that is, more able to enjoy the beauties of the universe. All that is understood as applicable only to forms endowed with consciousness. Our spirituality, or power to enjoy beyond the earth, shall, no doubt, depend on our efforts to realize divine ideals while here on the planet, in so far as our opportunities, because of healthy surroundings, God's inspirations, etc. Those whom we have deprived of that wealth, intelligence, and power of healthy self-development, that all men should have, as children of the same Eternal Father; those who have not been able to overcome the wrong forces of organized society, organized by the powerful on earth, as a matter of course, because, who else can do that? Such people cannot be made responsible for much of anything. They have to bend down to the inevitable, and barely go through life, as if they were nothing but human cattle, with hardly any more than animal instincts, vitiated by our laws of oppression.

In connection with some of the above thoughts, we may here refer to a conversation we had some time ago with an old friend, a neighbor of ours, a man who has been for twenty years one of the most eminent divines in this nation, and, in some respects, is head and shoulders above the best, a first class writer, a fascinating orator, or platform speaker, well informed on all subjects, or pretty near, capable of interesting people on whatever line of thought he may see fit to deal, a great traveler over three continents, with all opportunities for self development, with natural gifts of the highest order, and, do you know one of his trials, as he told us? He is uneasy for the multitudes that cannot be reached, cannot be improved, and pass through life indifferent to all that is noble and grand. When he was through we had to burst into a roar of laughter, and said to him: Doctor, has it never occurred to you that God must know all about the multitudes you speak of? He cannot fail to see that if they don't rise into joy and manhood, the trouble lies

with us, the powerful on earth, who have always kept the many under half rations, for the proper development of body and soul. And I allow a great deal when I say half rations. It would be nearer the truth for me to say one-quarter rations, 25 per cent of what they are entitled to have, since we, the top men, can only live, with greater or less affluence, because of the labor and services of that despised multitude. The people for whom we ought to feel uneasy, in so far as eternal life is concerned, those fellows are the men with intelligence and social position. It is they, and so ourselves included, that may have to sweat and groan somewhere, before our accounts are square. The good doctor of divinity turned the conversation in some other direction. He is very skillful in that trick, the favorite one among those who have no taste for truth along certain lines.

And there he is, that man, a giant among giants. For about thirty years he has received from God all that God can give to any of us, humanly speaking. He has received from society all that society is willing to give to some, if they don't hollow too loud for eternal truth, if they submit to social conventionalities, to the traditions or straight jacket of this or that church, to the mean conceptions of this or that powerful political party. He has had it all, that man, affluence, social position, natural gifts, time to carry them to their maximum point of culture, surroundings of the most healthy character, human consideration, as an incentive to the mind. He has had it all, that man, all, with but one exception. He has had to be an official member of the "*Church Official*," without being a member of the "*Church Universal*."

Here is perhaps the time for us to suggest the difference between those two churches. The position of the eminent man we have described is but the possible culmination of about one million of men in this nation of ours, who are church officials, priests, ministers, elders, deacons, church trustees, etc. Suppose that such men belonged to the church universal, besides the church official. They would then be possessed with the spirit of universal brotherhood, and so, with that of universal ethics. They would then reason approximately as follows: "If christianity implies universal brotherhood of a practical character and not of a mere vague, dreamy, intangible one. we have to adopt a certain universality of action, in the organization of society, which latter word

comes from *socius*, companionship. Brotherhood is nothing but the highest form of companionship, and so the highest social organized form. The church universal means then—a *society organized on righteous laws*." Neither more nor less. Necessarily, then, the church official has no right to exist unless it is as a mere contrivance to more rapidly establish—social righteousness with and among the nations of the earth. Has it ever been that or anything of the kind? Let us see.

Far from us to deny the immense quantities of good that the church official has accomplished. The only trouble, in this question of claiming credit for good, is that the more we claim about it, the more responsible we become for the evil we have allowed to remain. Have we built up any christian citizenship worth mentioning, during the sixteen centuries that we have had the church official as the grand teacher of humanity, as the moving force of all civilizations in that long period? If we had; that one million church officials of our American church official; they, at least, would be full, round, intelligent, christian citizens, and, when elections came, they would be found massed above mean party lines, and in favor of some fundamentally sound political conceptions. How long would then the nation be afflicted with political corruption, and so with rotten political parties? Is it possible for the nation to have a party of moral ideas for over a century, very often in power for long periods, and yet to exhibit the greatest political corruption on earth today? And when we look back into our history we see that the dark spot in question commenced with our national life, and was brought to us from the countries on the other side, or, rather, we, ourselves, have brought it over. Each Caucasian wave has contributed its share. Our American evils are but the evils of humanity.

"And many shall come from the east and the west, and shall sit down in the kingdom of heaven, but the children of the kingdom shall be cast into outer darkness." It looks as if that meant the children of the church official, who had failed to become the children of the church universal. It can hardly mean the many whom we crush into poverty and ignorance. It must refer to the choice types or classes, who have always controlled the law-making power of nations, or could and should have done it, and have never used their influence for social righteousness, but just the reverse. Suppose they have done that through ignorance. What right had they to be ignorant, when they alone have had time and ele-

ments to learn and properly develop their own minds?

Take that one million of church officials to whom we have been referring. With exceptions few and rare, have they any precise conceptions about the science of government? No. They rather glory in their ignorance on the subject. Let us give one instance. We could give ten thousand from actual experience. It was about twelve years ago, when we were taking dinner with a few friends, one of them being an eminent professor of a religious college, among the best in the land. We were talking about national problems. He could not see how we could remedy anything through better laws. We told him: "Have you realized, to begin with, that all our methods of taxation are dishonest, unjust, monopolistic, essentially heathenish in themselves?" "If that is so, they should be changed," he answered. He did not know anything about it. Not even 1 per cent of our choice chaps in the nation know anything about it. And a great many of them don't want to know it, for fear that that would condemn their dear old political party, and force them to abandon their partisanship associations. And the same applies to every other basic conception in the makeup of christian nations. We should not drive the church into any reform business, we are told. Well, then, should we prefer to *deform* humanity or the nation, rather than to reform the nation and so humanity? And we have no middle term between those two functions. Not to reform ourselves is to deform ourselves.

Take, now, the very word religion which comes from the word *re*, again, and the word *ligare*, to bind or tie, and so it means—a rebinding, a re-marriage of humanity with God, from whom the race repeatedly separates itself. There you have the *sui generis* duty of the church universal, the only one duty which can make all the others tell, and without which all the others shall prove futile and negative, or pretty nearly so, as our whole mean historical development proclaims,—with the constant reproduction of new evils to replace all those we have suppressed. Don't you see that we don't go deep enough? Don't you see that we are always anxious about reforming the oppressed, and never the oppressors, those towards the bottom and seldom, if ever, anybody else? And the higher we stand the greater the need of our own reformation.

Yes, the object of religion, and so that of the church universal, should be a rebinding or re-marriage of humanity to God through righteous human laws, and we, big fellows, we want to do

the job through laws of wholesale robbery, through dishonest taxation and dishonest, monopolistic money systems. We are in love with our own party and our own church official, and hate all kinds of reform business, except when applied to the small fry, and can be done without paying any attention to what we owe to humanity as members of the church universal. And the latter is just the one that Christ preached and told men to establish. He came to destroy the old official church, with its aristocratic tendencies and absence of sympathy for the people in their poverty and despair. He did not say a word about any new official church. We men have built it up again, at our own peril, and have made it more aristocratic than ever, more merciless than ever against the poor and the oppressed. We give them enough of that charity that deteriorates character and makes manhood impossible. We refuse them that justice, and that freedom, and that truth so beautifully expounded by the *Son of Man* and the God of the people!

One of the most fatal tendencies of many of us, fellows at ease, is trying to hide our own individuality behind this or that organization, this or that political party, this or that church. When each one of us makes his appearance before the Power that works forever after righteousness, we shall not be asked: "Did you belong to such and

such a party, or such and such a church, or to any of them?" What we may be asked is, "Did you stand for universal truth, for honesty in national life, for the natural rights of men, for christianity in your duties of citizenship? Did you try to ascertain the simple principles on which the government of nations was to rest for universal manhood? Did you preach that to others after you had grasped it yourself, even if that was to displease your political party, and so many of the members of your especial church?"

And all truth can be preached without any direct reference to the paraphernalia of partisanship, or to the petty traditions of churches. Truth is so grand in itself that you can dazzle most men with visions of glory even if you tell them what they don't like, and provided you have a little tact in so doing. Drop all partisanship spirit, always a bad companion. Saturate your mind with love for humanity at large, and so for the church universal, and you shall speak, or write, or act according to the direct inspirations of God himself.

It pays to be brave. It never pays to be a coward. The latter is perhaps excusable with the bulk of the poor and the ignorant, but, woe to the coward with intelligence, wealth or social position!

A MISSING GIRL.

BY FRANK A. MYERS.

Everybody called Will Heath a globe-trotter, because he had been all over the world, or nearly so. He had indeed railroaded in England and Germany, because he wanted to "see the ways of the world," and to-day he is conducting on one of the principal roads in his own native country, the United States. He is more of an American now than he ever was.

He tells many stories of his experiences abroad, and he tells them well. Some of them are romantic and tragic. Let us hear him relate what happened in an out-of-the-way town in Hungary, while he was there. He told it to the writer one evening when he was visiting Heath at his home. He usually, among his intimate friends, went by the name of Deacon, because when he was a school boy he always said he was going to be a preacher when he became a man. The Deacon began:

"What I am about to tell you will no doubt smell like an old musty report of the Middle

Ages, when malice, superstition and fanaticism swayed mankind, and when religion was pursued to such an extent as to justify the conclusion of crankiness. All sorts of crimes have long been charged to the Jews by Christians, and justice has not always been done them. What I shall tell you, my friend, happened under my own eyes, I may say, and no court of Inquisition in the days of Torquemada showed greater indifference to the rights of the accused, or to the ends of justice, or to the testimony and facts in the case, than was manifested in this case.

"When I was in Hungary ten Jews were on trial, charged with the murder of a Christian girl. They were said to have taken her life in the Jewish synagogue for the use of her blood in the keeping of the great Jewish holy day, the Passover. In Europe, for many centuries, these landless people have been accused of sacrificing human life in the celebration of this great day. Against the fanaticism of such a belief evidence

don't count for much—not even as much as silver was accounted of in the days of King Solomon, when it was as plentiful as the stones in the streets of the sacred city.

"But—

"On the 1st of April, 1892, a Christian girl named Esther Soimos was sent by her parents on an errand to a village store. She was a pretty girl, and quite grown. Her parents were poor.

"She never returned. All trace of her was lost. Her parents were all but distracted. Being poor, the authorities made but a faint effort to find her. What was the difference to them—only one more of the many out of the way. You've no idea how such things go there. It is shameful, disgraceful, inhuman. Here in this country we are supposed to make no difference in people; there they make no effort to conceal the fact that they make odious distinctions.

"Time went on, and the poor Christian girl was about lost sight of entirely by the great, heartless public. At length Samuel Cristy bobbed up in the case. He was the five year-old son of a beadle of the Jewish synagogue in the village. He set the country aflame by his horrible account of the missing girl. It was almost like dynamite hurled into a thick crowd.

"Before a magistrate this little lad declared that his father and some other Jews had called her into the synagogue and there murdered her. This story excited the Christian people and they wanted to mob the beadle and any number of other Jews whom they readily accused of the deed. You know how that is.

"Now, a brother of this lad, Samuel Cristy, named Moritz, a lad of fourteen, was summoned, and he told his story of the case. It differed a little in detail but confirmed that of Samuel as to the commission of the crime. Here, now, was the evidence of two, and both against their father. Coming from the man's own children it certainly must be true. They could not hatch up such an unnatural tale against their own father, without some ground for it. So everybody thought.

"This boy, Moritz, swore that he looked through the keyhole and saw them cut the girl's throat, saw the blood spirt out over her clothes, and saw her struggles in death as she lay upon the floor near the altar. He said the sight made him tremble, and then he stole away out of fear.

"The father, as might be supposed, positively denied the dreadful charge, but offered no explanation as to why his sons should tell such a horrible story on him. Many people, however, believed him guilty, and he was seized and thrown into prison, and there the poor dog lay for a year,

neglected, abused, while the trial hung fire for no good reason that any one knew of. It mattered not, it seemed, whether justice was done one way or another. It was as easy to find out the dreams of a dog as to account for the ways of the court.

"The beadle was not only left to languish in a dungeon, his miserable family all the while deprived of his little support, but he was badly treated, and for a mean, unfair purpose. He was threatened, terrorized, beaten, and driven into making a confession of guilt in the vain hope of being better treated. In fact, food was withheld from him for days, until the man would have done anything to keep from actual starvation and death. He had not knowledge enough of law or of justice to retract his statement extorted and tortured out of him by those who seek not justice but conviction.

"But now comes another complication in the story. Shortly after the enforced confession of the beadle the body of a girl was found in the river that flowed by the village. Some identified the body as that of Esther Solomos, the missing Christian girl, while others said it was not. On this point the evidence was doubtful and conflicting. This was but little in the prisoner's favor, for if this was not her body it was still a question where the accused men had hidden it. It seemed not to have occurred to the officials to try to find out whose body this was. The mother, the pastor, the girl's teacher, and a neighbor, positively declared this found body was not the body of Esther. This naturally brought a double mystery into the case. Esther, it is plain, had not been found, and the body taken from the river had not been identified. The throat of the body had not been cut, as was alleged by Samuel and Moritz Cristy, and this fact intensified the affair. Who was the dead, and where was Esther?

"The trial dragged along with criminal slowness. The lower courts of inquiry were busy in the meantime, and the record of their proceedings were as remarkable as the story of the crime. In the light of facts their remarkable proceedings were not a little humorous and unconsciously satirical. There grew to be an unwonted popular excitement over the matter, and the slow dragging courts were forced to proceed at last with the business.

"As might be expected from stupidity and incompetence the lower class of magistrates adopted the popular theory that the girl had been murdered in the synagogue, and sought only for evidence to confirm it. Perhaps I ought to say in excuse for them that the preponderance of evidence obtained so far, regardless of its character, justified this theory.

"Sir, would you believe it, these magistrates treated some of the witnesses in a brutal manner, and forced them, by harsh means, to make as many as half a dozen different statements. These minions of the law, holding positions for money and not for the establishment of justice, boxed the ears of the poor devils, threatened, coaxed, promised, and bulldozed them, and in some instances ordered them into solitary confinement and chains and forced them to drink great quantities of water. Thus they compelled the witnesses to commit perjury, and believed that by this method they were securing the truth. One witness had his answers translated into Hungarian and was obliged to sign his deposition, of which he knew not a single word.

"But now let us see a little further. Before the higher courts it was abundantly proved that no blood stains were found in the synagogue, in the place where the girl was said to have been murdered. But what of that? They must make out a case of guilt and have a victim. Better a hated Jew than a Christian. Then the boy, Moritz Cristy, who swore that he saw the murder through the keyhole, has very defective eyesight. It was demonstrated that the spot he pointed out as the one where the crime was committed cannot possibly be seen through the keyhole. Such portions of the half a dozen different statements by some of the witnesses as were needed to bolster up the case were taken as truth and the other parts rejected as false. I never could tell by what principle they established or determined the truth. In fact, the whole proceedings were as awkward as a cow on a bike—funnier than some of Bill Nye's mistaken humor. But the people believed the beadle guilty, and the courts accepted the conclusion of the general public. I wonder whether the courts in our country are entirely free from these medieval sins?

"With goggle-eyed wisdom the court said it was the belief of the people that the reputation of the district required the conviction of the prisoners, and therefore they were guilty. Certainly, it may be noted as we go along, the prosecution was not allowed to fail for want of forced and outraged testimony.

"The hardened and unfilial Moritz Cristy, I've no sort of doubt from what I know of the court methods there, was compelled to stick to his first story about seeing the murder through the keyhole. This story may have been suggested to him, or it may have been coined in a brain wholly given to vicious and criminal schemes.

"The time came for the execution of the ten convicted Jews, and as it was a notable affair I

made it a point to be there to see how legal neck-tie parties were carried on abroad. I wasn't on duty that day, so I could easily go. A great motley crowd was present, and what struck me was the solemn hush over all. When they spoke in their guttural language it was in whispers. Some of the crowd had been there for hours, and they stood around with wonderful patience waiting for the final moment to arrive. Death appeared to be in the crowd and in the very air. You couldn't help but feel it. The great scaffold stood there, to which all eyes were turned, like an all-swallowing coffin. The very sunshine that peeked timidly into the murky, unclean little space, was forgotten. So intent were they, they had for the moment forgotten law, society and God. It was a strange, wierd spell that hung over the scene like a pall.

"At last the officers led out the dark-featured, terror-stricken culprits, and they ascended with difficulty the long, slanting steps to the platform above. I tell you, my dear sir, neck-stretching is not a pleasant thing to gaze upon. You forget that you are a unit in a mass, and a distressing sense of horror creeps over you in spite of your bravery. It is *not* pleasant to see men go down to death—to an ignoble death.

"I shall pass over the awfulness of the hanging, and simply add that the law was satisfied—it had its victims—and the respectability of the district maintained. No matter about the law per-juring itself. Upon my life, the law is the worst tyrant in the world to-day. We have gotten away from kings and czars, and gotten under the abstract emperor of the law. I know nothing better, however—its enforcement might be broader and more competent.

"While the bodies were still dangling at the ends of the ropes, before the breathless crowd had moved away,—while all were under the palsy of the moment—a man rushed up with blanched face and uplifted arm. His first words had the effect on me of blowing out the light of the sun, moon and stars at a breath. He said, as it seemed to me, like one speaking from the grave:

"Hold! stop! stay!"

"Why? What for? Who was he that dared stop the law, the supreme?

"He was, in fact, a courier of the law. Surely they had heard something, some new evidence, or something to show the innocence of these men and point out the legal crime that had been committed. But whatever it was, he was too late. The victims were dead. Law could not restore them to the life it had taken. I felt, when I heard the courier's sepulchral tones, that a horri-

ble mistake had been made. Then I was as one dead myself. I can't describe my feelings—I shan't try.

"It soon began to be whispered about from one to another that a great mistake had been made

"The officer in charge of the execution turned to the crowd and said :

"Every man get out of here."

"He feared, doubtless, some tragedy of some kind from the people, and concluded the best thing to do was to clear the space of the muttering mob. The crowd slowly dispersed. I went out with it, in a distressing state of bewilderment.

"And now comes the revelation. Before I heard the facts, which I was sure the courier bore, I imagined all sorts of things. You know that would be natural in such an exciting case as this was. It was one of the experiences of my life that old Father Time never can blot out. I imagined, for one thing, they had found the body of Esther Solomos and that these men whom they had hung were not guilty. Of course, if this were true there had then been made an awful sacrifice to popular prejudice, a prejudice in no way related to facts. Religious hate had been gratified, that was all—not justice. What an abuse of justice that would be! An American mind can't grasp it in its fullness. By the way, I must confess that my respect for American laws and her legal institutions is not supreme. I wish it were. But I'm talking in an aside—not to my story.

"Esther Solomos, as already said, had been sent to the out-of-the-way village on an errand. It appears that on the way she was met by her honest young lover, whom nobody ever suspected she had—she was such a retired, modest, model young Christian girl, only eighteen years old. This young Lochinvar, by bold and earnest persuasion, induced Esther to run away with him and marry him. His name was Sin Kobold. I never saw him, but they say he was a fine looking young Hungarian. They went to the capital city afoot, and there the knot was tied. They lived there in retirement for over a year. No one knew of their whereabouts. In the light of the stories told on the beadle no one suspected the truth.

"On the very day and hour of the execution she had returned home, bearing a boy child in her

arms less than six months old. So she was alive and well—had not been murdered at all. And here all this fearful legal mix up had been made on the theory that these innocent, harmless Jews had murdered her in the synagogue. Ten innocent men hung for a theory. Was ever such a horrible legal blundering ever done before! Infamous!

"She told a distressful tale about herself. She said for a time her young hubby worked and made money and treated her well. After a time he became insanely jealous and accused her of all sorts of things. Finally he deserted her and she had nothing in the world to go on. So, with the child in her arms, she had tramped all the way back home to live and to die. It does seem to me that young girls won't learn the oft-repeated lesson of distress in hasty run away marriages.

"Her return had italicized the error of the courts. But nothing could be done to undo the great mistake, the infamous blunder. And nothing was done. Some hated Jews had been removed, and what was the difference to an unthinking, unfeeling, dull public. In short, the law, being supreme, makes no mistakes. Once customs yielded to kings, now they bow before the law.

"Nothing was done with the lad, Moritz Cristy, for his perjury, which to me seemed to be a proof that the authorities had tampered with him and put the falsehood in his mouth. This gives us a glimpse of how far the law was a party to the crime committed against the ten innocent men.

"Esther Solomos was an innocent party contributing to their death.

"She remained at her old home, tolerated by her parents, but never forgiven for running away and marrying. That she was the cause of the death of these ten innocent Jews never once entered their heads.

"I left that country soon after this."

When "Deacon" Heath finished his distressing story there was a glow of light in his eyes that showed in a marked degree his hatred of injustice and his intolerance of legal blunders. In his view whatever is supreme ought to be perfect, at least as near so as finite man can make it. He had a righteous horror of sycophantic and incompetent administration of the law.

He could not forgive Esther Solomos for the part she took in this tragedy, unconscious as her part was.

MUNICIPAL REFORM.

BY W. H. STUART.

Reform, like charity, begins at home. When we hear a man shouting vociferously in favor of great national issues, while, at the same time, he utterly neglects, or is indifferent to, the interests of the city in which he lives, we are strongly reminded of the character in one of Dickens' novels, who was so absorbed in providing the young Africans of Boorriboola Gha with night caps and aprons, that she had no time to devote to her own children, who roamed the streets, dirty, unkempt and ragged.

It can, of course, be urged, and with truth, that no permanent benefit can be attained until great changes of a national character have been effected. The single taxer may claim that while land is monopolized, or the socialist may contend that while the wage system is retained, no permanent improvement may or can be effected in the economic condition of the masses. We may admit the truth of both contentions. Yet, it may be contended that the town or city is the unit in our social organization; that until we have developed honesty, intelligence, and capacity in the management of our municipal affairs, we will not be likely to make any great or effective progress in our national affairs. Besides which, there are many important municipal reforms upon the advantage of which nearly all reformers, and large numbers of the better element in all political parties, are agreed. Why is it that municipal reform is so slow in this country? The answer can be found in our pernicious habit of mainaining our party organizations in our purely civic affairs.

It is coming to be more and more understood, that municipal government is purely a business affair, which should not be complicated by admixture with partisan politics. A city is a corporation composed of the citizens, who are also its shareholders. The honest citizen will have no other desire than that civic affairs shall be managed economically, honestly and efficiently. Therefore, partisan politics should have no place in municipal elections. What a man may think of free coinage of silver, or of "sound money" on a gold basis, or of the policy of "free trade," or "protection to American industry," is, and should be, a matter of indifference to the voter for municipal officers.

It is impossible to have an economical, honest, and efficient administration of municipal offices while we allow partisan politics to decide for

whom we shall vote. The reason for this is apparent. County and municipal offices are made the spoil and reward for activity in partisan politics. The "ward beeler," the manipulator of primaries, the "workers" and "bosses" who attend to the "gang," and the other active and enterprising gentlemen who come into prominence during elections, are not exercising their mind and muscle exclusively for their health. True, they do not usually work for a stipulated and agreed sum, they only receive their reward in case their side wins. The local party leaders are usually named for the principal city and county offices, while those, when successful, are expected to take care of the "gang," in the shape of appointing them to clerkships, deputyships, assistants, etc., etc. Paradoxical as it may seem, political leaders are often men of exemplary conduct in their private life, while in their official capacity they may be entirely conscienceless, and unscrupulous in their dealing with the public. This, I believe, arises from the pernicious habit of regarding local offices as "spoils" and the reward for party activity. The incumbents, and their assistants, knowing that their election or appointment was not due to any merit or qualification on their part, naturally look upon the office as a mere perquisite, which they can only expect to hold for two or four years. Therefore, they endeavor to "make hay while the sun shines."

This way of looking at local office, as mere spoils, and the lamentable result in municipal corruption and extravagance that follows, is due to partisan politics being allowed to dominate in municipal elections. It is well known that the salaries paid county and municipal officers are usually extravagantly high. But they are made high purposely, for it is well understood that the candidates for, and the incumbents of, those offices are expected to foot all the bills for municipal elections, and also "come down" handsomely towards the expenses of the "party" in general elections. It is a common assertion that it costs candidates their first year's salary to become elected.

Under such conditions, first class business men of high reputation refuse to become candidates for civic offices, when compelled to adopt the usual electioneering method of wire pulling and soliciting of votes that obtains under our present system. We can only get such men to serve us

by introducing and enforcing absolute non-political partisanship in our municipal affairs. "Yes, but," said a member of a new political party to me, in discussing the matter with him, "our party has come out squarely for municipal reform, it endorses municipal ownership of public utilities, a reduction of salaries, direct legislation, etc., etc., and any one who honestly favors those reforms should come over to our side, at least, in municipal elections." Admitting the statement to be true, yet we cannot expect members of the dominant parties to dissolve their party affiliations and vote for the candidates of a small party. They will naturally ask why, on questions of a non-political nature, such as street improvements, the building of public sewers, the ownership of the municipal water supply and gas works, and electric lighting, which no political party declares against, the candidates should be limited to those of a small party, often less than one-third in the total number of votes. No, this plan will not work, we must have the whole city to choose from in nominating men to fill civil offices. Besides which, to accept the invitation of the new party would merely serve to perpetuate all the old abuses under another party organization. No one supposes for a moment that the *personnel* of the new party is any better than the old ones, or that political methods and corruption will cease upon the advent of a new party to power. We who favor municipal reform are as anxious to be guarded against municipal corruption under one party as much as under any other possible or prospective party.

It is notorious that American cities are the worst governed cities in christendom. Corruption, extravagance, and misgovernment is the invariable rule. We are far behind European standards in that regard. The cities of Birmingham, in England, Glasgow, in Scotland, and Berlin, in Germany, and indeed, cities everywhere on the continent, are models of efficient and honest civic government. Municipal control of public utilities largely obtains, and is everywhere successful, and proves a great advantage over private management. Not only is cost greatly reduced, but the service is better and more satisfactory in every respect.

A great cause of municipal corruption in America is the struggle among unscrupulous and competing capitalists to acquire public franchises. It is generally understood that those who ask for those special privileges or franchises, must "come down" liberally to those who have the authority to grant them.

The ownership and control of public utilities, such as water, gas, electric lighting and power

plants, municipal transit systems, places immense power in the hands of those corporations who control them. When their interests are affected, they are able to wield such influence that only their subservient tools have any chance of election. Municipal ownership of such utilities would do more to purify civic government than, perhaps, any other reform.

The city of Lynchburg, W. Va., a few years ago purchased its present gas plant from a private corporation, who were then selling gas at \$1.75 per thousand feet. The city has made expensive additions to the plant; has also made successive reductions in the price of gas, till it is now supplied to consumers at sixty cents per thousand. The city has paid entirely for the plant, and turns in annually a handsome profit to the city treasury.

It is a matter easily susceptible of proof that the profits made by capitalists who own municipal utilities is a sum usually sufficient to defray all the cost of civic government. As another instance of recent successful municipal ownership, may be mentioned the purchase of the Logansport, Ind., electric lighting plant, from the Standard Company, of that city. The city paid for the plant, in round numbers, \$69,000. A recent report of the council committee shows that the city has already saved \$20,000, and that the entire plant will be paid for in four years, and possibly in three. The committee, in their final report, say: "The income will pay all the operating expenses; the levy for general purposes can be reduced, making a great saving in taxes. We will not only have the best lighted city in the state, but also, the lowest tax levy, proving that municipal ownership in all things that are in their nature monopolies, is the true road to prosperity and low rates of taxation. Our first year's experience of the operation of this plant proves the wisdom of the council in undertaking it. It is the people's plant; every citizen is a shareholder."

The city of London, England, finds it can pay workmen the union scale of wages and still do the city work much cheaper, and a great deal better, than under the old system of private contractors. In Glasgow, the average fare per passenger on the public tramways is less than two cents, upon which a substantial profit is realized, although the cars are drawn by horses, a much more expensive method than by electricity. The city is now talking seriously of being able in a year or two to raise the total city revenue from the profits derived from the ownership of public utilities. In Berlin, the average rate of fare on the public tramways is three cents, while the cost per passenger is about

one and one half cents, or 50 per cent profit. The elevated roads of Berlin are owned and operated by the state, and carry passengers at an average rate of ten miles for one cent. In Budapest, Hungary, the average street car fare is two and one half cents, on which a good profit is realized. Everywhere we are met with the same report of the success of municipal ownership of public utilities. There is no exception.

With such facts before us, and the figures are easy of access to every intelligent enquirer, we are justified in assuming that those who oppose such reforms are either inexcusably ignorant, or are the paid retainers of the capitalist boodlers, who prey like vultures on municipal rottenness and corruption.

It is sometimes urged that the extension of municipal control would merely furnish new sources and means for further corruption. It may be replied, however, that public management is more free from dishonesty and inefficiency than private business. Not only is public business transacted more efficiently, and with greatly decreased cost, but the public employes are always better paid and more certain of permanency of employment. Who ever heard of public employes going on a strike? If they have a real grievance, it is usually promptly removed. Besides, if you want to make the average voter take an active interest in civic affairs, nothing would be more effective than the difference in the amount of his monthly gas, water or electric light and power bills, under efficient or inefficient public management. An inefficient or dishonest council who would allow those bills to become excessive, would find themselves "snowed under" at the next election. It would hit the voter's pocketbook, and he would "vote early," and regret that he could not "vote often," to displace the unsatisfactory directors of the civic corporation.

There is another reform of the greatest importance. I refer to the under assessment of vacant land, and the consequent encouragement of the "vacant lot industry." Those who have read the Eighth Biennial Report of the Illinois Labor Bureau, are aware of the gross discrimination in assessment of vacant land practiced in Chicago. A discrimination which is probably practiced in every city in the union. It was shown in the report referred to, that valuable vacant land was assessed as low as three per cent of its value. This state of things is brought about as the result of a combination of thieving capitalists and rascally assessors. Capitalists are by such means enabled to shift the burden of taxes on the poor man, whose homesite is usually assessed something near its value. But under-assessment of

vacant land has an important effect in enhancing the value and rent of all land. Under an equal assessment of all land, as the law directs, it would be impossible to hold out of use land for which there was not immediate use. We have first-class sites, and agricultural land of the first quality for one hundred times our present population. But all our vacant land, both urban and agricultural, and all our unused natural resources and opportunities have been appropriated by private owners, who hold it out of use for speculative purposes, until increase in population will force the landless to pay the landgrabber for his enterprise and foresight in grabbing everything in view, so as to keep it from running away and be on hand when wanted (?)

For everyone knows that if the landgrabber had not been on the ground early and taken up the choice lots and farms, and had them recorded in his name, that the land never would have been there when the people came later and wanted to use it (?) Seriously, what would we think of the man who, knowing that large parties would be obliged to cross an arid desert, should go in advance, and when a spring of water was found, should demand pay from the thirsty travelers before they could slake their thirst? Yet, that is the exact position of the landgrabber. As a vacant land owner he produces nothing, he is a mere parasite on the body politic; the "unearned increment" which he appropriates is not the result of any labor on his part, but on the contrary, is due exclusively to the presence and industry of others. Equity demands that the private grabber should not be able to rob labor by such means. Our system of taxation, if rigorously enforced, would put a quietus on the means by which those enterprising gentlemen make an easy living in the vacant land and lot industry.

Another injustice is often done by the vacant land grabber. When it suits his purpose, he can often force street improvements on actual occupiers, which frequently results in virtual confiscation of the land of the poorer owners, while, again, when the grabber desires to keep his land out of market for several years, for speculative purposes, he is enabled to effectually thwart the desires of the actual occupiers who desire to make improvements.

We are all aware of the custom of our bankers of annually turning their taxable assets into non-taxable United States bonds, and thereby evade their fair share of the taxes levied to defray the expenses of government. Those miserable parasites are not willing to pay the expenses of a government whose main duty is to defend private property. The rich everywhere throw the burden

of government on the shoulders of the poor. It should be our earnest endeavor to reverse this order of things, and compel the wealthy classes to pay the cost of that protection, without which, their wealth would very soon vanish. Therefore, the election of an assessor who will neither be bribed, browbeaten nor bullied; who will carry out the laws without fear or favor, is one of the most important, if not the most important duty we should perform in the interest of municipal reform and honest discrimination of civic affairs. In our municipal elections we should be careful to exclude the land speculator, for no land speculator will favor the enforcement of existing laws regarding equality of assessment. Nor should we elect any man who is financially interested in private corporations, who own or control public franchises. Their interests are in opposition to the public good. We should make the acceptance by a city official of a free pass on our city railroads, or the acceptance of free service from any company holding a public franchise, a penitentiary offense.

Above all, we should adopt civil service rules in the appointing of minor municipal officers whose duties are of a clerical nature. All clerks and deputies should hold their positions during good behavior. Those offices should no longer be the reward for party service. Remove those offices from the grasp and control of unscrupulous politicians, who use those offices as bribes and reward for party service, and we will do more towards purity and efficiency in our civic government than could be accomplished by any other reform.

Every municipality should have a free labor bureau, so that the unemployed should be assisted to procuring employment, and not be left a prey, as they frequently are, to rascally employment agencies. Not only, this, but it should be the bounden and recognized duty of every municipality to furnish unemployed men, who are unable to procure work, with the means of honestly earning their living. Every municipality should own some hundreds of acres of land, with tools, workshops and suitable dwellings, where men able to work, but unable to procure it, could at least be able to make a living until a better opening presented itself. A subsistence should be guaranteed, but if more than that was made it should be equally distributed among the workers, after paying the municipality for their expense in supervision. It is madness and imbecility to treat idle men as if they were criminals; indifferent to their condition; held before a justice of the peace and probably sentenced to the rock pile for being un-

able to procure work. They are the victims of a bad industrial system, for which society as a whole is responsible. Society should see to it, that the helpless victims of an iniquitous social organization, should not be forced to become criminals in their efforts to obtain a subsistence. Besides which, as a mere matter of dollars and cents, divested of any sentiment whatever, the municipal care of the unemployed would be good business. The money now wasted in constable's fees for arresting tramps; fees of police justices; extra police force, and cost of maintenance in prisons, would be more than sufficient to produce the means and appliances for making the unemployed self sustaining, and without the stigma of charity attaching to such methods. In the county in which I live, the county poor farm is almost self sustaining. Here is an institution intended solely for a class of men and women who are assumed from age and infirmity to be incapable of self support. Yet, as I stated, the labor of those people, with the proper means supplied them, and under intelligent supervision and management, almost supports them. The superintendent reports that if the farm was increased by the addition of one hundred acres more of land, the institution would not cost the county a cent! How much more easy it would be for healthy and strong idle men to become self-supporting if municipalities would provide the proper means and appliances to enable them to become so.

There is no valid reason why every city of ten thousand inhabitants or more should not do all the city work, the grading and paving of the public streets, the building of sewers, the street sweeping, and collection of garbage, and other city work under the supervision of the proper city officers. The work would be done better; the men employed receive better wages; and the cost in most cases would be less than under the contract system.

In all important measures that come before the common council or board of aldermen, a referendum vote of the people, when so demanded by a certain proportion of the electors, should be taken, and the vote be decisive for or against the proposition.

The substitution of men who would be required to pass a competitive examination as to their merit, wholly without regard to political influence or "pulls," would insure the suppression of ward heelers and bummers, and the introduction of clean, intelligent, capable and earnest men to do the city work. This would eliminate shirkers and incompetents, do away with the worst features of political bossism, secure an honest and

intelligent use of the public funds, insure improvements and make reasonable taxation possible.

These are reforms which should have the cordial support of, not only every socialist and singletaxer, but of every lover of good civic government, no matter what his views or opinions may be on national issues. There is nothing in the reform here suggested that is antagonistic to the platform of any political party. In the movement under headway in our larger cities for

better civic government, members of all political parties and of various schools of economy have worked cordially together. The success of introducing civil service methods in Chicago, in New York City and other places is acknowledged by the better element in all parties. The movement is destined to grow. It is an encouraging sign of the awakening of the public conscience which may be expected to spread until it includes within its scope all the demands of national well being and good government.

OUR NEW YORK LETTER.

All eyes are turned to St. Louis as these lines are being written and before they have reached their readers Chicago will, no doubt, attract equal interest; for we have not got so cosmopolitan yet in Gotham that we are not concerned with national conventions. There is no such fever with us as in the west over the preponderating issue of the moment, and one does occasionally run across a silver man in some of the nearby country districts, but sentiment is set on the other side with a substantial unanimity such as I had rather amusingly illustrated in Buffalo the other day, by the scornful negative that was given to my inquiry at the news stand for a silver paper. It is a pity that there should be so well defined a sectional diversion of opinion, but the prevailing disposition among all classes of our people is to look upon all who would tolerate any departure from the gold standard as intentional enemies of the public weal; with a conviction that is quite as positive as the hatred felt in the west for that other creature of imagination which has been personified there and labeled with the name of Wall street. In both sections of the country we have men living under like conditions: men who have obtained a vast power over their fellow beings by controlling the opportunities for the production of wealth, and millions of other men who are only laborers for day's wages of greater or less amount, with the field for their labor being constantly narrowed down as the productivity of labor increases. Yet, in either section these two classes are banded together to war against the corresponding classes in the other. With us, the desire to escape the conflict, to avoid anything that would tend to unsettle business, is giving place, now that it has become inevitable, to a desire to see it fought out; for there is an unbounded conviction in the east that gold must win, and in the

the lines, that the nonsensical impossibility of bimetallism will be got rid of.

Whether these ideas are right or wrong is not the question with which this letter is concerned. The discussion of that belongs to other pages of THE CONDUCTOR, and the purpose here is only to present some little picture of one of the subjects—and for the moment, of course, the leading one.—about which citizens of New York are thinking, and what their views are. At present, it is only the issues that occupy all minds; of candidates there seems to be little thought. Nowhere in the country, perhaps, is there such intense fever heat as we manage to get up in the last few weeks of a presidential contest; but during the earlier stages we are apt to go about our business affairs with only a side glance now and then at politics. It is this tendency which has so greatly relegated not only our local politics, but our share also in national ones, into the hands of professionals, whom we practically hire to attend to such matters for us, just as a merchant employs one set of clerks to look after his accounts, another to sell goods, another to attend to the shipping, to all and each of which departments he occasionally devotes a share of his own oversight. For the same reason, too, there is rarely any genuine enthusiasm over the personality of the candidates among the rank and file of our people; least of all such rallying to a local representative as is so often seen in other sections of the country. We have a good deal of a sort of abstract tradition that something ought to be done to give business men a greater share of influence in public affairs; but after all, not many people actually vote to express that sentiment, having an instinctive perception, possibly, that business men usually make a very poor shift in public affairs, mainly for lack of the requisite training.

Speaking of traditions, it is curious to note how persistent is the fallacy that speculation can be checked by lawmaking, which is a sort of twin to the oft disproved notion that the evils which arise from monopoly can be checked by attempts to regulate their superficial manifestations, more surely than by aiming blows at the root of their growth. It would seem impossible, for instance, that anyone could be so ignorant as to suppose that the inter-state commerce act had served a single one of the purposes for which it was adopted. Yet, every now and then we hear eloquent pleas for the enforcement of some one of the many absurd laws to abolish, or at least, restrain trusts, in which is cited as a high and worthy example to be followed, the operation of this same inter state commerce act. When we regard the object lesson of how the railroads have moulded that act into a means of protecting them in the very practices which it was framed to put down, and have found, moreover, a new use for it in assisting them to more completely than ever control their employes, one would naturally expect that this would teach people that it is not by tilting at the framework of combinations that good can be accomplished, but that we must rather seek to uproot the conditions from which they arise. Yet the lesson seems hard to learn that it is the strong who are always able to avail themselves of the intricacies of law; and that consequently we are in bad business when we are elaborating new laws and had far better be concerned in abolishing some of the old ones that give special advantages to a moiety. Now, it is Germany which has had a new spell of this legislating craze, notwithstanding that her people are already bound hand and foot with bureaucracy. To be sure, the demand there for laws against speculation, comes frankly enough from her great landlords, who, not content with protective tariffs to give them higher rents for their agricultural lands at the cost of dearer food for the entire German population, have now taken into their heads the idea that the reason why the nation which they have thus crippled does not pay them greater tribute is that speculators in grain are getting the lion's

share of its value. Our own farmers are victims to the same idea, as we well know; yet the fact remains and has been demonstrated time and again, that the result of speculative operations, is invariably to diminish the cost of exchange between producer and consumer, so that each is sure to profit by it; and at the same time, to actually lessen the frequency and violence of fluctuations in price.

Mankind is prone to regulate his fellow being, however, whenever he gets a little authority in his hands; and usually the more so in inverse proportion to the degree of that authority. One of the funniest illustrations of that tendency is the advocacy that we have lately heard from various parts of the country, of a revival of the long abandoned curfew laws; not carried, of course, to the extent of dictating to adults when they shall go to bed, but so far as children are concerned. Some of my readers who live in country villages where this has been proposed may think it is only the outcome of narrow village puritanism; but they may console themselves with the knowledge that even in New York it has been gravely urged; and what is more, some of our Dogberry justices have, in a limited way, set to putting the idea into action, without, as far as can be seen, any particularly clear warrant of law. It is only the children of the tenements who have been molested, of course, for the people who constitute themselves arbiters of the universe, as a general rule, confine their energies to the poor. The excuse of the justices, as of the people who have clamored for an established ordinance that children found on the streets after nine o'clock should have their morals reformed by being locked up in a station house, has been primarily that they were nuisances to the public; but back of this has lain the scarcely hidden conviction that neither these children nor their own parents knew what was good for them, and that, therefore, some superior being ought to step in who did know. Luckily, the whole thing has had but little general support, for we have not quite lost the conception of individual liberty as yet.

EDW. J. SHRIVER.



COPIED.

YARNS OF THE RIO GRANDE.

BY G. W. WALLACE, IN THE SALIDA MAIL.

A few years since, at the time the Denver & Rio Grande Railway was doing its trans-continental business over the narrow-gauge line via Marshall Pass and the Black Cannon, there was in the employ of that company as choice a coterie of practical jokers as ever assembled in one place. There would be nothing of note to record here, had their jokes been confined within the pale of reason; but running rampant, as such things often do, without restriction, it ended at last in the tragic, and several of the well-meaning and withal honest fellows figuring in the scene enacted at this time have been compelled to drink long and deep from the cup of remorse.

Some fifteen miles east of Gunnison is a little way-station called Parlin. Here was employed a station agent who acted also as telegraph operator. He had but lately moved to that place from Kansas, but seemed content though somewhat timid in his lonely quarters.

One day while a train was standing at his station he stepped out to the engineer, and handing him a shotgun, said: "The rabbits are about to take possession here: this gun needs some repairs, please hand it to Snyder, the operator at Gunnison, he understands all about it; I told him over the wire." A few days passed; then Parlin called up Gunnison and asked if his gun was repaired. "What gun?" was flashed back. "The gun I sent you by Engineer Russ," replied Parlin. "I have seen nothing of it!" came back from the Gunnison end, and then he added, by way of caution: "You had better look out for Russ."

The agent laid in waiting for Russ. That gentleman explained in his suave way how the gun had been deposited in a corner in the office, as Mr. Snyder had directed. With much sorrow in his tones he expressed regret at being mixed up in the unfortunate affair, adding, sub rosa, "I thought it strange you would send it to Snyder at all."

A month rolled by: no tidings from the gun. Every train crew was closely questioned, but all were alike—knew nothing, but manifested intense interest. One evening as the Parlin agent was sitting in his office, the instrument ticked his call. He responded quickly, and smiled to himself, as he copied this from McIvor: "Mead on No. 2 to-night has your gun." No. 2 was due there at 1 a. m., so he sat up. She was three hours late, still he waited. At 4 o'clock No. 2 shot through without making a stop. He still had hope, which was kindled into a flame a few nights after, when he received from Mead the information that "Sprung, on No. 1, had the gun." No. 1 was not scheduled to stop there, but he was determined to get the fowling piece, so he flagged No. 1. To the engineer's inquiry as to what was wanted, he said: "I want my gun, and I'm getting tired of this!" "I know nothing of your gun," said the driver. "You do!" he shouted triumphantly, waving the telegram. "Here is a message from Russ, saying you have it!" The conductor came up in time to separate the truculent employes or serious results would have followed.

When the agent repaired to his office he was asked to explain the cause of the delay to No. 1 at his station. Then he wrote the superintendent invoking his aid. The letter replying to this expressed all sympathy, and promised to investigate and punish the guilty parties. For a few days there were rumors of dismissal of those implicated, and then no more was heard. He wrote the general superintendent. That great official replied with usual dignity and precision, expressing intense disgust at the manner in which the men had acted. He promised to not only compel them to return the gun, but to make suitable amends. For a short time there was commotion among the ranks, then quietly this passed away.

The agent at Parlin began to decline. His emaciated form and lack-lustre eye were not the only evidences. He paced his office floor "like one who treads alone some banquet hall deserted." Ever and anon he would start in terror from his dreams. The instrument would tick in a generous way: "Maloy on 69 has—." Then with a shriek would he bury his head under the pillow and pray for the morrow.

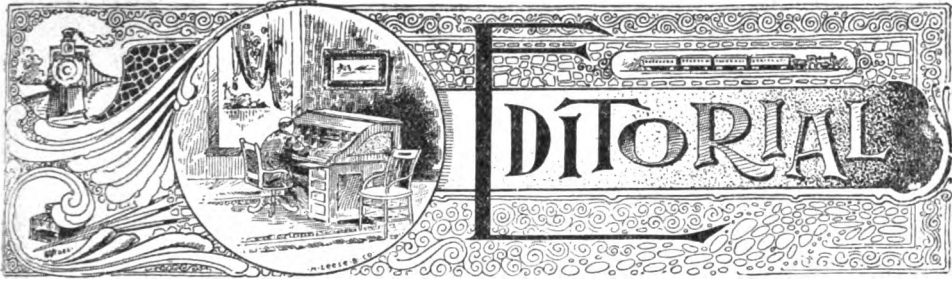
In desperation he wrote the president, explained all at length, told of his appeal to the several officials, their action and indifference, and finally accused them of going over "body and boots" to the enemy. With characteristic promptness he received assurances that the ponderous machinery of that office had been set in motion. For a time it looked serious all down the line, officials and all. Then as mysteriously as it had started vigorously it faded like a dream.

Here he would not stop. He communicated with a detective agency in Denver. They assured him they could clear it up on short notice. Soon after arranging the details, a detective stepped in to complete his notes. While waiting for a train to take him to Gunnison, the agent said: "You will find all those fellows in Gunnison to-day, and if you want any help wire me."

Several days passed: no tidings from the detective. One morning a heavy freight train dragged slowly into Parlin. As the train stood there the agent was surprised to see a man with head partly protruding from a box-car door mysteriously beckoning to him as though he had something to impart. Stepping over to the car he was amazed to recognize in the man the once confident detective. "What is it?" asked the agent in a whisper. "Hush!" said the detective; "not a word of this!" "Did you meet those fellows?" asked the agent. "Yes," replied the other, with a sigh, and he added contemptuously, "a nice lot of fellows, I should say. Look here," he continued, "you know the grand jury is in session down there; well, I hadn't been in this county forty-eight hours, and do you know they have me indicted for stealing that gun! There is a warrant out for my arrest, and I am going out in a box-car." The train was moving away as he said "not a word of this, and it won't cost you a cent."

"How about the gun?" screamed the agent, but the detective stopped his ears and shook his head.

Here the conductor handed the agent a letter, with the remark: "I almost forgot this." Hastily tearing it open, his eyes rested on it for a moment. He was seen to reel and fall heavily to the ground, struggling in his convulsions to hold the missive close to his fast, glaring eyes. Kindly hands lifted him and tenderly bore him to his couch. The fatal message was rescued from his death-like grip and the amazed spectators read: "McIvor on No. 4 has your gun."



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A WEAK DEFENSE OF ITALIAN IMMIGRATION.

The June number of the *North American Review* contains a more or less elaborate attempt on the part of Dr. J. H. Senner to prove that the present Italian immigration to this country is not so dangerous as has been claimed by those who would cut off this method of artificial population forcing. Dr. Senner is a member of the United States Immigration Commission and should be in a position to know whereof he speaks, but it needs no more than a casual inspection of his arguments to convince the reader that his sympathies are not with the people of the country to which he owes his first allegiance. The first noteworthy feature of his argument is the care with which he avoids mention of the average character of the immigrants he defends with so much of eloquence. He demolishes a lot of figures to his own complete satisfaction, recites a number of touching incidents with no small amount of literary ability, defends the Italian's powers of assimilation with more of cleverness in evading than of directness in argument, but the all important factor in the general consideration of the question, the character of the men who are seeking our shores, is glossed over with an airy grace which would leave it unworthy of a second thought.

As is usual with such arguments, the gist of the effort is to be found in the closing paragraphs, and, considering the position of the gentleman advancing them, some of these views may well be briefly touched upon in this connection. Among other things equally forcible he says: "The immigration investigating commission very properly said in their report that an entire closing of our

ports to immigrants would inevitably result in untold injury to, if not in the very annihilation of, our largest transportation and manufacturing enterprises, in a disastrous stoppage in the development of great sections of the country and in a famine of servants and menial laborers." It may, perhaps, be admitted for the sake of the argument that such a measure would be a blow to the transportation companies which have been seeking by every means in their power to crowd the labor markets of this country with the cheap labor of the old world, regardless of the condition to which American labor was thereby forced, and that for no better reason than the profit they were thus enabled to make out of the transfer across the ocean. We all have read translations of the lying circulars they have spread broadcast through every country in Europe, seeking by every device the ingenuity of the paid liar could command to induce these poor people to immigrate, and that without giving a thought as to what might become of them when once landed. None of us need to be told what effect this forced immigration has had upon the American workman and upon the market for the only product he has for sale, and with all this fresh in mind we shall not be inclined to lose much sleep if these rapacious rascals are made to forego a continuation of their illgotten gains. At any rate, no one will be inclined to postpone the introduction of a measure which means so much to all the workers now established in this country for no other reason than to continue these corporations in their nefarious traffic. Those of our manufacturing enterprises which must depend upon the cheap

labor of the old world for their life are few and far between, and those which endeavor to increase their profits by the difference between the foreign and home standards of living have no claim upon our sympathy. The sooner we are rid of these latest and best developed specimens of the organized appetite the better for all concerned, and no consideration for their welfare should be allowed to come between us and the consummation of this plan for the general aid.

When the gentleman bemoans the disastrous stoppage that must come to the development of great sections of our country through the shutting off of Italian immigration, he must imagine he is addressing an audience of no higher intellectual standard than the men for whom he so eloquently pleads. Any school boy can tell him that the Italian has done less in the way of settling up this country than the immigrant of any other nationality, and that even if it were true that there were great sections of our public domain needing foreigners for settlement, the entire exclusion of the Italian would not postpone such settlement for a day. The reverse of this proposition is the true one, however. We have been too prodigal with our land, until to-day there is relatively no place where the young American who is desirous of gaining for himself a farm can do so without capital sufficient to start him in almost any other line of business. The immense bodies of unused land spoken of by Dr. Senner are mostly desert tracts which can only be made productive by irrigation, and this will require an enormous outlay before the first crop can be harvested. These lands will never be really available until our population has increased to such an extent as to make farm lands so valuable that the outlay in reclaiming them will be warranted. It seems to be the part of wisdom for us to begin to take thought for the native born Americans who must follow us and who can never have, under the most favorable surroundings, the same opportunities for obtaining land as were given their fathers. It certainly would be better to save whatever of public domain is left us for them than to offer inducements for its settlement by a class of men whose presence here at the very best must be defended and excused.

Dr. Senner continues his argument by saying: "If they are hired out in large masses by unscrupulous padrones, let the padrone system be fought and suppressed. If they are uneducated, let our public schools take care of them. If some are afraid of their voting power—an assumption, by the way, which is rather curious in a country with millions of negro voters—let the United States restrict their naturalization." With all

due consideration for the abilities of their author, we submit that these are peculiar statements to bring forward as arguments in support of his side of the case. It is just because these men have to be guarded from the padrone and from thus making lawless war on the wages and occupations of the Americans and just because they need education that they should be excluded from our country. We are under no obligations to undertake such a burden as is here so complacently loaded upon our shoulders, simply for the benefit of the Italian or to bolster up our "great transportation and manufacturing enterprises." Nor need we drop from the consideration, as Dr. Senner so conveniently does, the facts that the presence of these Italians is a constant menace to the men to whom we owe our first duty; that nearly one-half of them are only transient laborers with no love for our institutions and fully intending to spend all they may wrest from home labor in their native country; and that the best their champion can say in favor of the most desirable of their number is that they should be tolerated.

The especial attention of the reader is called to the closing paragraph of this more than peculiar article. It reads as follows: "Since I became acquainted more fully with the many questions pertaining to immigration by actual and practical experience at this most important port of the United States, I have come to the conclusion that the final solution of the 'immigration problem' is not to be found in the application to immigrants of any additional test of eligibility, but in a wise distribution of the desirable immigrants among the localities where they are especially needed and their employment in the kinds of work for which they are peculiarly fitted. A national land and labor clearing house, to be established in connection with the great immigrant station at Ellis Island, with branches at the other stations, would, in my opinion, if properly conducted, prevent all possible dangers from immigration, and at the same time give this great nation all the benefits for the future which it has unquestionably derived from immigration in the past. The adoption of such a plan would also solve, once for all, the problem as to the immigration from Italy." It will be seen from this that the writer is in favor of free and unrestricted immigration, subject only to the judgment of the officers at the head of his clearing house as to what constitutes desirability and it is barely possible that the reason is to be found in the proposition for such clearing house. One does not need to be a government official to perceive how useful such an institution might become to the "great transportation and manufacturing enterprises" of the country, and more

especially in case they happen to have trouble with their present employes on the score of wages. With such earnest and zealous friends as the Doctor in control they would be able to obtain a consignment of these foreign workers at their own figures and at any time they might be needed to bring the Americans in their employ to a realizing sense of their greed in wanting more than the companies are willing to pay. Of course, it would not cut much figure in the case of skilled labor, but the skilled laborers of this country are daily learning more and more the need for looking after the interests of all labor and they will be the last to consent to this government supporting recruiting stations where the ignorant and vicious of the old world may be forced into the places of citizens, no matter how humble their callings.

It is easy to see the bent of this gentleman's mind and it is to be regretted that there are so many of the same ilk who are professionally engaged in holding fat sinecures while devoting all of the talents they happen to possess to bearing

down the men from the product of whose labor their salaries are paid. The simple truth of the whole matter is that no one desires to cut off all immigration, but the first duty of any nation is to the men who uphold it. So long as there is an American citizen who is actually desirous of employment and is unable to find it, so long our law makers are derelict in their duty if they allow a single foreigner to so place himself as to prevent that American from securing what he desires. When we have provided for our own people it will be time enough to take up the burden of making decent citizens out of the men for whom the gentleman pleads so earnestly. It is also to be hoped that the time will come when the men who are elected or appointed to office will be brought to realize that the people have some rights and that their sole excuse for drawing salary is not their devotion to the "transportation and manufacturing enterprises," but to the interests of the people who make both the "enterprise" and the salary of the officeholder profitable.

THE COAL MINERS OF BLANZY.

In the May number of the Bulletin of the Department of Labor, W. F. Willoughby continues his interesting studies of labor conditions abroad, taking for the subject of this article the Coal Mining Company of Blanz, France. Our readers will remember the brief sketch of his former article on the conditions prevailing with the employes of the similar company at Anzin, which appeared in the May CONDUCTOR, and will doubtless be interested in following out the parallel he draws between the two. This continuation of the study shows that the conditions prevailing at Anzin are fairly typical of those pertaining to the industry in all portions of the nation, in all essential particulars, the differences being mainly those of administration. The coal deposit bearing the name of Blanz is situated in the central portion of the department of Saone et-Loire, and is second in importance of all the similar deposits in France. The present company was organized in 1831, but has since been modified a number of times. Its capital is now \$2,895,000, and its concessions embrace 53,522 acres. While bearing the name of Blanz, the place where coal was first mined, and from which the concession is named, Montceau-les-Mines, is the real seat of its operations. This place contained but 315 inhabitants in 1834, while it is now a thriving little city of nearly 20,000, substantially and even finely

built, and provided with all the conveniences necessary to a town of its importance in these progressive times. Nearly all of the public improvements have been freely given by the company, while, as will be seen later, much of the private growth is also due to one form or another of its generosity. The yearly output of the mines, which, up to 1853, never exceeded 150,000 tons, was 1,105,317 tons in 1893, and has doubtless grown in proportion since that time. Naturally the number of workmen employed have kept pace with the output, the number in 1883 being 5,321, and in 1893, 7,834.

In a general way, the conditions surrounding employment here are very similar to those prevailing at Anzin. The underground workmen are taken from the ranks of those above ground, and the latter are recruited from the children of employes after they have left their schools. Women were never allowed to work below ground, but, until late years, girls and unmarried women in good health, were employed, in great numbers, in sifting and sorting coal. The introduction of machinery for this work has thrown the greater portion of them out of employment, however. It is not the policy of the company to employ married women, though, occasionally, an exception is made to the rule. Nine hours constitute a day's work underground, but, as that includes some-

thing over an hour for descending and returning and for luncheon, there remains less than eight hours for actual labor. About ten and a half hours is the average day's work for those above ground, though this is a more variable quantity.

From the first, this company has recognized that it owed duties to its employees beyond the payment of wages. As early as 1834 it commenced the formation of institutions for the benefit of its employees, and carried them forward until their maintenance required the annual expenditure of \$193,000. It was found that the system of pure patronage did not produce results commensurate with the sacrifices of the company, and it was decided to inaugurate a more liberal policy. Since the workmen have been allowed to participate in the conduct of the institutions intended to benefit them, and have been allowed to contribute to their support, there has been a very decided improvement in the good accomplished, and in the general character of the men themselves. The social work carried on here and at Anzin are in the same general lines. In both places the main efforts of the company have been expended in providing homes for the workmen, the organization of pension funds, the maintenance of schools, the pushing forward of public works, etc., while the men have formed mutual aid societies, and other similar organizations intended for their benefit. The company at Blanzay has been especially liberal in the matter of providing homes for its employees, and it has been more than usually successful in this work. Convenient cottages were provided, each having its garden plot, and rented to the miners at the exceedingly low rate of from 87 cents to \$1.16 per month, but this was but an unimportant portion of their work, the chief effort being to induce the men to become owners of their own homes. At first the ground was sold to them at cost price, and an advance of 1,000 francs made to enable them to build, but this plan was found to have so many disadvantages that it was changed, in 1893, to one still more liberal in its provisions. The advance was no longer limited to 1,000 francs, but was made sufficient to construct the house, providing it did not exceed 2,500 francs, and the borrower was required to take out a life insurance policy in favor of the company to the amount borrowed. Under this system the workman can become the owner of a house worth 2,500 francs in fifteen years by the payment of little more than ordinary rent.

This was the first mining company to establish, at its own expense, a fund for the pensioning of its workmen in their old age. It was established in 1854, and continued, with various

changes, until the enactment of the law of 1894 required that all of them be made uniform. A provident and relief fund, contributed to by both company and workmen, provides for the relief of employees in cases of accident and sickness; pays a pension to disabled workmen, and to the widow and orphan children in case of death and provides books for children attending the primary schools. The company provides a hospital for the sick and maintains the schools at its own expense. An admirable feature of the educational system is the establishment of workshops in connection with the schools for girls, where they are taught useful trades and are given some slight remuneration for the work done.

Perhaps the most interesting feature of the entire institution is the society the workmen have organized for the conduct of their business affairs. It is called *La Prudence*, and is so unique, in its way, as to be worthy of especial attention. In order to secure a proper care for all their business interests, the workmen, in 1887, organized as a joint stock company, under the name given, with a capital stock of \$2,316. This has since been increased to \$22,774, divided into shares of \$9.65 each. There are now 880 shareholders, at least three-fourths of them being workmen. They are divided into honorary and ordinary shareholders. The former may subscribe for all the shares they desire, have a right to their share in the reserve fund, and have, in the general assemblies, the number of votes to which their shares entitle them, but are under pledge not to receive more than 5 per cent dividends. The ordinary shareholders are not allowed to have more than twenty shares each. The business of the society is conducted by a general manager and fifteen directors, elected by the general assembly of the shareholders. The first function of this society is to transact all the business of the members, such as investments, loans, discounts, purchases, settlement of estates, conduct of correspondence, etc., all of which must be done gratuitously, while a charge is made for the same service performed for an outsider. It is in this department that the society cares for the building of homes for the members, accepting the life insurance policies and making the loans necessary for the successful carrying out of this portion of the general plan. In addition it now conducts a general and a savings bank, and maintains a relief fund. The society has been wonderfully successful, and has exerted a great influence upon the people of that community.

In addition to these advantages the company provides work for the married women who wish it in a large steam weaving factory, where they

can add very materially to the family income. Work is also given out to those who wish to do it at home, and this feature is being rapidly extended. The company also provides its employees with fuel at a merely nominal cost, maintains free bathing establishments, conducts a small circulating library, has erected a large flouring mill, in order to cheapen flour to the men, contributes

to the support of clubs of various sorts, and in many such ways adds to the pleasure and comfort of its employees. All of these advantages taken in connection with the fact that their employment is stable, more than make up for the smallness of their pay, and show their condition to be in many ways preferable to that of their brethren in this country.

SEND ONLY FRIENDS OF LABOR TO CONGRESS.

At the risk of repetition we cannot refrain from again calling the attention of our readers to the fact that to us the important portion of the coming national election is the selection of congressmen. Naturally, much of the general welfare of the nation for the coming four years depends upon the stand taken by the great parties and upon their choice of candidates, but the only hope of the workingman to secure such legislation as he needs, is in the selection of the right sort of men for the lower house of congress. We talk with great volubility of the power there is in organized labor and of the wonderful reforms it has and will accomplish, but the simple truth of the matter is, that we do not begin to realize our full strength. With a total population of about 65,000,000, we allow less than 2,000,000 to control our actions as a nation almost absolutely. It must be apparent to the most thoughtless that this could not long continue if the people were to assert themselves with anything like unanimity, but they seem content to suffer things to remain as they are rather than to act. Until we are aroused to the need for action, and that action with some definite purpose in view, all this talk about our strength is worse than useless. There never will be a better opportunity to inaugurate this action than right now, and the place to begin

is where the men who are to represent us in the next congress are chosen. There are few if any of the congressional districts in this country where united labor might not control both selection and election, and there are very many where the railroad men hold the balance of power. Since absolute unity of action is impossible at the present time, it then devolves upon the railroad men to do all that lies within their power to care for the general interests. Let it be definitely known that the railroad men in any particular district will oppose, without regard to party lines, any nominee who is not friendly to the best interests of labor, and it will not be long until the nominations are made with thought as to their preferences.

The attention that is being paid to the union meetings and their uniform success wherever held give hope that the time is not far distant when something like united action in behalf of labor will be possible. This good work has gained more this year than in the foregoing decade, and the first aim of every one should be to help it along. Let us not forget, however, to secure every step gained by making use of every atom of power and influence thus brought to us toward the selection of law makers, who will represent the people as well as the property interests of the country.

AFTER MAYOR'S PINGREE'S SCALP.

The action taken by the railroad employees of the State of Michigan at their meeting held in Jackson on the 25th ult., throws new light upon the character of the Hon. H. S. Pingree, perhaps better known as the "reform mayor" of Detroit. The meeting was called to formulate a plan of campaign to defeat the ambition of Mr. Pingree to be governor of Michigan, and was attended by representatives of the B. of L. E., B. of L. F., B. of R. T., S. U. of N. A. and O. R. C., from all the important railroad centers of the state. The meeting was secret, and was organized by the

election of G. E. Eastman, an engineer from Saginaw, as chairman, while Chas. Rundell, of Grand Rapids, officiated as secretary. It was soon found that the railroad men of the state were almost a unit in their opposition to Mayor Pingree, and the reasons for that opposition and the plan to be pursued in making it effective may best be gathered from the resolutions adopted, reading as follows:

Whereas, we, the representatives of organized railroad employees of the State of Michigan, in convention assembled at Jackson, believe that Hazen S. Pingree, who is seeking the nomination for gov-

error of our state at the next election, has shown by his speeches throughout the state and by aggressive expression published against corporations and more especially against railroads, whose interests are identical with ours, that he is endeavoring to secure such nomination and election by means which are detrimental to the welfare of railroad employes; therefore be it

Resolved, That we, the representatives of the organized railroad employes of the State of Michigan, will do all in our power to prevent the said Hazen S. Pingree from securing the nomination or election to the office of governor of our state, and be it further

Resolved, That we will earnestly oppose the nomination or election of any candidate who advocates legislation detrimental to the interests of railroad employes; and be it further

Resolved, That we will, as far as is in our power, attend the ward and township caucuses, and we will do all in our power to elect delegates who are not antagonistic to our interests.

The address made by E. F. Moore, mechanical engineer in the State Railroad Commissioner's Department, and member of the Saginaw Division of the B. of L. E., in support of these resolutions, was so forcefully put and so directly to the point, that it was unanimously adopted as an expression of the sense of organized railroad men of the state and ordered printed and placed in the hands of the members of all the orders. The following paragraphs from this address are recommended to the thoughtful attention of all our readers:

Self preservation is the first law of nature, and all are equally entitled to the self-protection of their interests as circumstances may demand. It has come to our knowledge that our interests are in danger from the avowed expression of principles and machinations of a man who is seeking the nomination for the office of governor of our state: a man who has expressed himself in no uncertain manner as to his disposition towards railroads and other corporations. He says that if he is nominated he will give them a twist, and from other like and equally aggressive expressions, there is no doubt as to his intentions.

Mayor Pingree says in an open letter published in the Detroit Free Press, May 21, "that he is gratified to learn that Vanderbilt and his high salaried officers and agents," have directed this meeting. Strange how little ordinary mortals know of their business until advised by Mayor Pingree and his official canning factory. He would have the citizens of our good state understand that we are serfs and tools of the companies who employ us; that we are without intelligence or education to direct and use our suffrages properly in our own best interests.

In my twenty-five years' service for railroad corporations I have never known or heard of an expression dictating to an employe how he should or should not vote, and I say without hesitation that no railroad employe in this state will jeopardize his personal interests on account of the political views he may entertain or who he may desire to support for public office. It is absurd that such an idea should be advanced by such a distinguished public citizen, who poses as the soul of honor, and his advice is good, too, when he says, "I do not ask those who cannot speak and work openly for the right to jeopardize the material welfare of yourselves and families. The silent work you can do will accomplish the desired result." This is good, really refreshing, asking us to make a sneak, a request never made to us before.

A few honest men live in Michigan yet, notwithstanding the assertions of the mayor of Detroit and his machine, who, while they are frantic in their efforts for the good of the people, and are so disinterested in their honesty, forget to be consistent. On page 48 of his "Facts and Opinions," he says that railroads do not pay one cent of taxes in Detroit. This is either a falsehood or the truth half told. It has been the law for some years to assess the taxes on the gross earnings at a percentage, governed by the amount of earnings per mile. This method, which is in vogue in many other states, has hither-

to been satisfactory and considered equitable, until the selfish mayor of Detroit sees a chance to make a grandstand play and to insist that local taxes should be levied on realty used for railroad purposes in cities and villages. All this when the specific tax derived from the operation of railroads is distributed throughout the state for primary school purposes. Thus \$678,136.74 was apportioned in 1895 from railroad taxes alone, of which the city of Detroit received over 22 per cent. Still the honorable mayor indorses a statement that not one cent was received by Detroit.

Let us look at his system of taxation of street railroads in his own city. Total tax paid on earnings by Detroit Citizens' Street railway in 1895, \$13,198.00; on real estate, \$6,625.52. Total taxes, \$19,823.52 in round numbers. If computed under the general railroad laws the total tax would be over \$31,000, a difference in favor of the general railroad law of over \$11,000 to Detroit. The Detroit railway is exempted entirely from any tax on earnings during the life of its franchise, and only paid to the city of Detroit \$1,306.62 on property involving nearly \$2,000,000, and which shows earnings for less than six months of \$149,756.

The statistical information regarding the financial condition of railroads in Michigan is too common, too easily obtained, that any interested citizen should be in ignorance on the subject, and contrary to what Mayor Pingree would have understood these statistics are reliable and honest, based upon sworn statements compiled by disinterested employes. It is not necessary for our employers to call us in and inform us relative to decreased revenues under the existing depression of trade and conditions of lake competition in our state. It is an object lesson before us every day, and we are consequently required to exercise the strictest economy in the use of material and equipment placed in our charge in order that the status of our wages may remain unchanged.

Mayor Pingree may be an astute business man and a strong-minded manager of municipal or state affairs, but he must, at least, be consistent before well informed and fair-minded people can comprehend many of his declarations. His needle of political economy points to the letter "P" every time, but don't allow yourself to believe that the "P" stands for "people," when it means "Pingree." He advises you to attend the primaries in his behalf, and at the same time condemns the action of citizens who have made an investment of money in an industry that keeps you in employment.

The following breezy account of the convention, written by the correspondent of the Detroit *Evening News* signing himself "Fitzgibbon," sheds much additional light on the reasons for the action taken, and will be found to be most interesting reading:

Rumor credited Mayor Pingree with an intention to show up and try to square himself for comparing railroad employes to "niggers in the south before the war," and for his public boasts of how he hoodwinked Conductor Clark, of the Michigan Central main line, and flimflammed the company out of 18 cents, riding from Jackson to Detroit, thereby laying the conductor open to discipline. Hizzonor did not come. Neither did he send OKJWW, who controls the 24,000 organized railroad men's votes in Michigan, in his dreams. Neither did he have any agents present who could cut ice. Ex-City Clerk Johnson, of Saginaw, was marked as a Pingree spy by some delegates who did not know him, but he was satisfactorily identified later as an emissary of Col. A. T. Bliss. One or two of the Grand Rapids delegates are members of Pingree clubs, but they had very little to say. Conductor Clark was present with a few letters in his inside pocket, that he has received lately from the friend of the people, and it would have pleased him to have had Hizzonor show himself. The last letter reached him on Friday through a special postoffice messenger. It was in OKJWW's handwriting, but signed "Hazen S. Pingree."

In it Hizzonor pleaded for forgiveness for having used him as an innocent accomplice in his 18-cent flimflam game on the Michigan Central; said that he never would have turned the trick had he known that any trouble would have come of it, and would

ap by promising that "if you lose your position I'll give you a job."

Conductor Clark declines, even with this penitent letter in his pocket, to have any communication with the mayor, for he says he cannot forget the taunt which hizzonor flung at him in a loud voice, in the hearing of a number of passengers in the car where the flimflamming was done, which was, "Ha, ha! I've gotten the best of this Vanderbilt monopoly for once, and its hireling there can't see yet how I did it." The Clark incident occasioned more criticism on the mayor in the convention than anything else aside from the main issue.

Some mild opposition was manifested to the resolution, but those who opposed condemning the mayor were actuated solely by politic motives. An ex-president of one of the largest divisions of the engineers in the state, was one of the opponents of the resolution. He explained that he himself had no use for Mr. Pingree, and thinks he would make a bad governor, but he has doubts as to whether adopting resolutions against him is the surest way to get him into officeholders' purgatory. Other of the opponents were in the same mind. Some of them refrained from voting, but the debate on the resolutions was not acrimonious. None of the speakers warmed up sufficiently to make them-

selves heard on the street, although the windows in the hall on the third floor were open.

Before adjourning a permanent organization was formed to comprise all six orders of employes. The purpose is to work against political candidates and projects inimical to their interests. The officers are president, vice president, secretary and treasurer and an executive committee of ten. The executive committee was empowered to call a general meeting at any time. All of the delegates in the convention came to Jackson on trip passes. There is no significance in this, for all railroads in the state give trip passes to employes when they can give a fair reason for needing transportation.

Mayor Pingree has posed and has been represented as being directly and deeply interested in the welfare of the common people. It is safe, however, to accept the estimate placed by the railroad employes of Michigan upon his sincerity and real character, since these men are second to none in farsightedness regarding their own interests.

Brother C. H. Wilkins, A. G. C. C., whose portrait forms the frontispiece for this number, was chosen to fill his present position by the Grand Division which met at Denver in 1889. He was elected for three years, but under the adoption of the biennial session by the Grand Division, held over until 1893. He was re-elected at Toledo that year, and again at Atlanta in 1895. Prior to his election he was a conductor on the Wabash road and was obliged to resign that position to accept the office he now holds.

the hall but to make of it a thorough labor enterprise. Its proposition is for every member connected with the building trades to contribute a day's work, taking his pay in stock at the highest ruling rate of wages, and for each of the members of the other unions to contribute the price of a day's work on the same terms. The unions are to be encouraged to subscribe from their several treasuries, the land to be leased with the privilege of purchase, the rent, in that case, to be applied upon the purchase price, and all Labor Day and circle check receipts to be turned into the building fund. This would be true co operation, and if the plan is adopted and carried to a successful issue, as it certainly will be if taken up in the right spirit, it will prove a valuable object lesson to all the similar organizations in the country.

During the closing days of the first session of the Fifty-fourth congress the bill known as the "Contempt of Courts Bill" was passed by the senate without division. Great credit is due Senator D. B. Hill for his earnest efforts in behalf of the measure, and without his determined stand for action nothing could have been done this session. Before being passed, the bill was amended providing trial by jury, where demanded by the accused, in all cases of indirect contempt. This measure contemplates no dangerous curtailment of the powers of the courts, as no judge who acts from thoroughly upright and righteous motives will object to an appeal being taken from his decisions. When the alleged contempt is not committed in the presence of the court the conviction of the accused must depend upon the evidence that can be brought against him, and in such cases it is only in accord with the fundamental

The boycott at Milwaukee arising out of the strike of the street car men there has developed many features new to that sort of strife. Its most striking feature was the spontaneous uprising of the people of the town, almost without exception, to the support of the men and against the company. The intensity of the feeling was almost beyond belief, and it came from the most unexpected quarters. Nothing which looked in the least like favoring the company was to be tolerated for an instant, and no former relations in life were sufficient to excuse such a falling from grace. So strong was the feeling and so permanent was its hold on the people generally that even now a great many of the cars of the company are running empty while the backs and busses are loaded down, though taking more than twice the time in making the trips.

The labor organizations of Kansas City are considering the advisability of building a labor hall which will be a home for all of them. As is usual in such cases, the question of finances stands in the way, but the *Midland Mechanic* comes forward with a plan which promises not only to build

principles of our government that he should have the right to a trial by a jury of his peers. Such restrictions as are here proposed may have a deterring effect upon a judge who is disposed to act from prejudice or other improper motives, while the upright and thoroughly honest judge will approve the establishment of such a law. The bill will now go to the house in its second session, and if passed, as it undoubtedly will be, it will become the law. The friends of labor in the house

secured the passage of the Phillips commission bill and that will be ready for action by the senate when that body reconvenes. Thus it will be seen that while none of the measures especially interesting us has been made the law, two of the more important are well on the way, and if the right course is pursued the close of the present congress should find the cause of organized labor strongly reinforced through the federal statutes.

COMMENT.

The utter hypocrisy and demoralization of party politics was never better illustrated than by the proposition of prominent democratic politicians to make the retired army officer, Gen. Schofield, the party's nominee for president of the United States. "Schofield would be an ideal candidate," it is said, "because he has no record. He does not belong to any political party, and, not knowing whether he is a democrat or republican, or what his views are on the financial question or the tariff, he would not be open to the attacks that could be made upon a better known candidate."

What a recommendation of fitness for the chief magistracy of this great nation! Absolute ignorance as to what his views are concerning the important questions of politics now agitating the nation. An "ideal candidate" is a man without a record. It is enough to make Thomas Jefferson turn in his grave! Surely, such shameless utterances ought to undeceive those who believe that the great political parties are divided on any question of principle or statesmanship. Politics has degenerated to the level of a mere scramble for spoils and office. Like the praetorians of old Rome, our political wire pullers select our Cæsars, mere puppets who are expected to do the will of, and direct the government in the interests of, a small class of robbers of the common people. And yet we shall see hundreds of workingmen carrying torches in the coming campaign and shouting themselves black in the face over the "principles" of their party! Strange phenomenon—that men should willingly consent to be the instruments of their own undoing!

* * *

Those who are shouting so loudly for the referendum, and who expect all of our political and social evils are to be remedied by a direct vote of the people, might learn a lesson from the fate of the New York rapid transit scheme, and profitably

devote some attention to a consideration of the question of enforcing a referendum of the people after it is had. Here is a measure that was submitted to a referendum and endorsed by an overwhelming majority, but as it turned out to be inimical to the interests of Messrs. Gould, Sage, Vanderbilt & Co., it was an easy matter to carry it into the courts and knock it in the head with a judicial decision. Vox Populi didn't have much weight when introduced to the sacred presence of the supreme court. Gentlemen, how do you propose to get the referendum, and what do you propose to do with it when you do get it?

* * *

The income tax was killed by the supreme court on the ground that it was special and class legislation; the taxation of one portion of the people for the benefit of another portion, and when the supreme court lays down a rule of procedure one has a right to expect that it will be adhered to for as long a period as twelve months at least. But such little things as principles, precedents and rules of procedure have little weight with the supreme court, except they happen to stand as favoring the classes instead of the masses, and when it came to a question of taking money out of the pockets of the people for the purpose of turning it over to the Louisiana sugar planters the court calmly ignored the principle it had acted on in the income tax case and ordered the bounties paid. These bounties, amounting to several millions in the aggregate, were refused payment by a treasury official on the ground that they were clearly unconstitutional. The planters promptly appealed to the court, with the pleasant result that the treasury is now ordered to disgorge the amount of the bounties. Following this decision, what is to hinder congress from voting away the people's money in aid of any private snap it sees fit to recognize and stand in with? Of course, congress does little else than vote away

the people's money in aid of private snaps, but the principal part of such work is done by indirection. What now is to prevent congress from going about the business directly? Public opinion! Eh? It is true that the court very ingeniously avoided the constitutional aspect of the question, and decided it on a point of so-called equity instead of on the law—thus favoring us with the highly interesting spectacle of enforcing the payment of money in the guise of a debt, as a matter of equity, contracted under a statute which may confessedly be unconstitutional!—but there is nothing to prevent congress from acting on the suggestion thus thrown to it, and who knows but it may be possible to create several more equities against the people in the same way? Truly, our judicial machinery is fearfully and wonderfully made, and our supreme court is a wonderful body of—fine old men.

Even so highly respectable a body of reformers as the single taxers are lately coming under the ban of judicial displeasure, men of that faith having recently been arrested and thrown in jail down in Delaware—the state where they have blue laws and such like things—for the high crime—as reported by the arresting officer to the judge—of “preaching single tax.” A prominent Philadelphia manufacturer, leader of the single tax propaganda in Delaware, was recently arrested for the above mentioned heinous crime, and, according to the *Chicago Record*, the judge before whom he was brought promptly sentenced him to twenty days in jail, and afterwards expressed regret that he had not made the sentence thirty days. Habeas corpus proceedings were immediately begun, but there is said to be little prospect of the prisoner's release before the expiration of his sentence. Gentlemen of the single tax, it won't do! you may talk single tax as much as you please, so long as you keep quiet about it and make no serious attempt to put your revolutionary theories into practice; but the moment you become active and aggressive in pushing your absurd notions to the front, as you have been doing lately in Delaware, well, that is to say, “our,”—your government, you know—will be compelled to put a stopper on you, because you are striking at the very foundation of property and “social order!” See?

Speaking of the usurpations of President Cleveland, under the domination of Wall street, as conservative a paper as the *Detroit Evening News* lately said: “They are rapidly unmasking their real instincts, which are now

boldly avowed as antagonistic to free representative government. The real question underlying the currency problem is the preservation of free institutions in this country.” That the *News* does not overestimate the gravity of the situation, nor mistake the real animus of those who have so long dictated our governmental policy, is shown by the treasonable utterances contained in a recent financial letter sent broadcast over the country by Henry Clews, the mouthpiece of Wall street. This remarkable document has so far gone practically unchallenged, and I propose to quote rather extensively from it for the purpose of showing the readers of THE CONDUCTOR just how their sacred rights as American citizens are regarded by our American dictators, and what they have to expect if they seek to exercise their rights for the purpose of bringing about economic changes not approved by the aforesaid dictators. The American people are warned that so long as they vote in the interests of Wall street, all well and good, but the moment they attempt to use their votes so as to bring about measures not approved by Wall street, the screws will be put on in such a way as to insure that their votes will not count for anything!

After informing us that the sole obstacle in the way of an active and rising market is the condition of politics, Clews says:

“The mere fact that a large portion of our people should be intent upon forcing the acceptance of a debased and fluctuating metal as standard money is a discouraging symptom, for it shows to what dangerous ends an ignorant free suffrage may be prostituted. That alone is enough to produce a deep unsettlement of feeling among responsible property-owning citizens; for the same incapacity for judging upon complex money questions may easily, at any time, imperil the country under the settlement of other large questions affecting the welfare of the nation.”

There you have it! The mere fact that a vast majority of the voters of this country are in favor of the free coinage of silver—a measure not approved by Wall street—is an element of danger to the interests at present in control of the nation, because it shows that these voters are liable to cause trouble and annoyance whenever other large questions come up for settlement. There is only one inference to be drawn from the language. This so called “ignorant free suffrage” must be abolished so as to save our “responsible property-owning citizens” from annoyance. However, Wall street is not worrying much about what the voters of the country may direct their political servants to do just at present. She cares not for party platforms, popular candidates, laws, and

such like things. Public sentiment, and all other of those namby pamby American traditions which have served to hold the masses in line for so long have no weight in Wall street. "Wall street," says Clews, "is quite prepared for the possibility that managing politicians may go further than they have yet dared in the way of sacrificing sound money policy in order to secure votes for their candidates; it is aware that startling results may come out of either of the party conventions; it would hardly be surprised should the silverites be able to block sound money legislation in the next congress; all these things may be classed as possibilities of the next few months."

Thus it is admitted that there is an overwhelming sentiment among the people at large in favor of free silver, and that the people may chance to control matters to the extent of forcing the politicians to obey that sentiment in the matter of platforms and candidates, and even in the making of laws. But what cares Wall street?

"Wall street has learned to believe that there are greater potencies than party platforms, than legislative subserviency to popular ignorance, than the madness of a partisan infatuation." Yes, Wall street has learned all this, and it has been acting upon its knowledge for years past. Well, well, would it be for the people if they had learned as well as Wall street, and had the same cohesiveness in acting upon their knowledge! They would not now be the bond slaves of a few parasites who use "liberty" merely as a word to conjure with! "There are situations," threatens Clews, "and events which can instantly coerce and convert the most reckless legislators into the willing servants of a conservative sentiment that represents the real interests and safety of the nation. It will not be necessary

to wait for any after effects of silver legislation to remedy its mischiefs, although that would be a perfectly safe course. The near prospect of the authorization of free coinage—a counting of heads showing a certainty of a two-thirds vote in the house and senate for 16 to 1—would evoke in Wall street the kind of conditions that no congress has ever yet dared to disregard, and the cause of free coinage would be overthrown at the moment when its success seemed most certain. It is this reserved power on which Wall street is now reposing."

Wall street is, indeed, becoming boldly defiant in its treasonable policy. The American people have sadly degenerated since the days of Jefferson and Jackson, when such foul threats against the very life of the public are permitted to pass unchallenged. And the shameful thing for the American people lies in the fact that Wall street actually has the power to do just exactly what Clews says it will do. Through its control of the country's resources and activities it can visit pauperization, desolation and death upon millions of families in this republic at any time it sees fit; and it boldly tells the American people that its price for not exercising this power is just now the gold standard. And note this point in Wall street's threat: It promises not to put on the screws until a counting of heads discloses the certainty of a two-thirds majority in favor of silver. That would insure the passage of the law over a presidential veto, so it seems quite certain that Wall street is not worrying much about the danger of presidential approval. Well, the crises is almost upon us. The issue is at last squarely made up; let us pray to God that it will be squarely met.

"B."

DISCIPLINE AMONG EMPLOYEES.

The question of discipline as meted out by a railway company to its employes is one that is attracting a good deal of attention from both employer and employe of late, and some of the employers are accepting the advice given by Supt. H. D. Judson, of the C., B. & Q., in a paper read before the Railway Club of Chicago and copied in our issue for May.

As suggested by him, the only object aimed at in the disciplining of men is to improve the service and prevent a repetition of the offense committed, either on the part of the employe disciplined or of his associates. There can be no question as to the evil effects of one in authority permitting his personal prejudice to influence

him in disciplining any among those under his authority.

Among the railway companies that have given this matter careful consideration of late is the Louisville & Nashville. In March, 1895, the general manager of that road appointed a committee of officers of the company and instructed them to investigate with reference to the desirability of changing the then existing method of punishing employes. This committee reported in May following their appointment, recommending various changes, and on receipt of the report the general manager instructed that the system recommended by the committee be put in trial on the L. C. & L. and K. C. divisions. The fol-

lowing bulletin effective June 1, 1895, explained to the employees what was proposed:

Commencing this date, the punishment of employees in train service, including enginemen, firemen, conductors, brakemen and switchmen, by suspension from duty with loss of time, will be abandoned, and thereafter punishment for neglect of duty, violation of rules, and bad conduct shall be by reprimand, book suspension or dismissal from the service. The present method of investigation by board of inquiry will be continued: but, instead of the actual suspension of employee, a bulletin will be issued covering each case of discipline, omitting the name, date, train and location, but showing the punishment inflicted, together with the expense caused the company by the carelessness or failure to observe the rules, and a copy of the same will be sent to the employee at fault. A complete record of all employees will be kept, and all discipline imposed will be shown thereon, and credit given for excellent conduct, deeds of heroism, loyalty, etc., and these credits will be given full consideration in connection with the charges entered against employees. It will be understood that disloyalty, dishonesty, intemperance, insubordination, wilful negligence, making false reports or statements, or concealing facts surrounding matters under investigation, will be considered as dischargeable offenses.

The objects to be obtained under the new system are:

First. To avoid loss of time to employees, and consequent possible suffering to those who may be dependent upon their earnings.

Second. That all may become acquainted with every case for which discipline is imposed, and learn something from the failure of others.

Third. To encourage and stimulate all employees to co-operate with the officers in all matters tending to produce efficiency, and thereby secure better service.

This system is introduced with the belief that it will meet with the approval of all concerned, and be directly beneficial: and the cordial co-operation of all employees is desired to make it an unqualified success as compared with the system heretofore prevailing.

Reports to the general manager on the operation of this system on these divisions were submitted at a meeting attended by officers of other divisions of the road held in November, 1895. At this meeting the following paper was read by Mr. G E Evans, superintendent of transportation:

The chairman of the discipline committee has had no actual experience with the new system further than to receive the reports of the Division officers and to judge of it by the results so far obtained. He, however, ventures, by way of an explanation of his position, a few thoughts on the subject of discipline and in favor of a thorough trial of the new system as has been recommended.

While these ideas are, perhaps, not new to any of you, it is hoped they may be the cause of a deeper consideration of a question that is frequently treated too lightly, and may result in a higher and more definite purpose in the administration of discipline than the mere performance of the act.

While the managements of railroads have been progressive in their methods of operation for the

past twenty-five years in almost every branch of the service, the manner of disciplining employees has not been generally changed, and it is yet, perhaps, an open question as to how the best results may be obtained and maintained.

Discipline is essential to the operation of a railroad, and there is no more important question to be considered by a management, and especially the officials charged directly with the supervision of employees.

No continuous service performed by men can be perfect, yet a high state of discipline will produce a high class of service, and successful operation is dependent upon good service. Successful operation results in an improved condition of the property, its officers and employees, and in benefit to its owners. Nor can there be greater inducements offered the public to patronize a road than its good service. An agent may secure patronage, but the service performed not only determines as to its continuation, but acts as an advertisement in securing additional patronage if it be good, or in driving away what has been secured if it be poor.

The present general plan of discipline in this country, although modeled somewhat after a military system, lacks its severity, and naturally, those subjected to it have not the fear that is inspired by extreme penalties, where there is a failure in the performance of duty, and consequently, there is not the same observance. At the same time, there is the punishment that leaves a sting without, I fear, having the effect to cause better service or a desire on the part of the employee to perform it. It is undoubtedly the case that, in a great number of instances, the employee disciplined for neglect considers that he has paid the company for the loss and trouble he has caused, and feels that, in a measure, he can settle again in the same manner if he gets caught. While this applies more particularly to suspensions, there is, in my opinion, the same feeling to some extent where an employee is dismissed for a single violation of discipline that does not reflect especially on his character, which may be done by a disciplinarian on the principle that it is a lesson to be taught the remainder. It is doubtful, to my mind, if the fear of dismissal under such circumstances has always the desired effect. At the same time, it must be recognized that there are certain offenses that can not be treated in any other manner, and as a rule, where an employee is guilty of such an offense, there is no question that the service will be benefited by a change.

An eminent railroad manager, in treating on this subject ten years ago, said: "The case of an erring employee should be tried upon its merits with regard to the previous record of the employee considered with reference to the interests of the company, and generally without regard to the other employees." While the statement that an employee may be treated on his record without reference to the effect it may have on others, seems to me to be rather broad, on the other hand, I believe that an employee's record may well be taken into consideration and be treated with the fullest regard as to the effect the action may have on others, and with the proper consideration of both the company's interest and the employee's record, the effect on the other employees will, at least, be good. The idea has been advanced by some employees, in connection with the record system of discipline recently

introduced, that it was only a question of time until any employe, no matter what his record might be, would have enough against him to cause his discharge. This idea is altogether wrong. The employe who endeavors to do his duty to the company and to himself need have no fear of his record. His good actions, or the very fact of his having performed his duty for any considerable period is sufficient to show the officers that he is making an effort to serve the company's interests, and if he does finally err once or again, such a record is in evidence to show to those having charge of the service that it will be very hard to improve it by a change. The record is only to be feared by a careless and indifferent employe who performs his duties mechanically, neglecting such as he thinks he may without being detected, and who, when he is finally punished by a suspension, resumes them in the same manner until he is again detected in a dereliction and again punished without the service being improved in the slightest degree. This class of employes may well fear a record being kept of their acts and failures, and the service will be well rid of such characters.

It is generally conceded, I believe, that a military discipline cannot be maintained on the railroads of this country, at least, not without government control, and for that matter it would seem to be unnecessary. The custom of fining employes for damage to or loss of company's property, while it has, I think, its good points, is objectionable in many ways, and has become practically obsolete on this system, as well as on a great number of the larger roads.

While our board of inquiry investigation, in connection with the present semi-military system, is undoubtedly a step in the right direction, and has done much to improve the service and bring about a better feeling among our employes, it has objectionable features unnecessary for me to mention. Nor can its method hardly be improved upon while it is used for the administration of discharge and suspension under a system that brought about its inauguration. I, however, notice a tendency, and I think it is growing to be more general and more noticeable, on the part of the board, to take into consideration the employe's record in connection with the case they have before them, recommending leniency where the record is good, and a more severe penalty when it is bad than is frequently justified by the employe's responsibility in that particular case. This, I think, is commendable, and is an advantage to the employe who has a good record; but the employe with a bad record, as I have before mentioned, objects to his former actions being brought up against him, and perhaps, with some right, on the ground that he has paid for his neglect or disobedience by serving suspensions.

With these conditions confronting us, I am of the opinion that it is well worth while for us to experiment in a conservative manner with this question. I think I can safely go farther and say that I believe a system of discipline on a basis similar to the one now being tried, fairly administered to the interest of the company and its employes alike, with such changes and additions as experience may teach, will ultimately be successful. If we with our men, who to a great extent have been born and reared near the line of road on which they are employed, and with their homes, ties of

relationship and every personal interest to attach them to their work, cannot educate them to appreciate fair treatment and regular employment, and to feel that the company's interests and their own are largely mutual, which must result in improved service—I say, if we cannot under such circumstances make a success of the system as heretofore presented, there must be something radically wrong with the employes or with ourselves, and the present methods do not meet the conditions. Possibly it will be said that I am too optimistic, or that I am ahead of time, that our employes have not reached that standard of intelligence and character that will permit of the administration of discipline on such a basis. May I inquire what is being done to raise the employe to this standard? How much does the employe owe to the average official for the present standing which he has reached? Is it not, to say the least, as much the result of his own exertions as it is of our interest, and can we not rely upon him when he finds there is encouragement for good, faithful service, to make an attempt to render it and to show his appreciation in a practical manner? I have faith enough in the character of the great majority of our employes to think so. Does not the present condition of our employes afford an opportunity to offer encouragement to those who are deserving, and to demonstrate to the undeserving and negligent that they cannot expect to be retained in the service unless they improve in their work and conduct, and is it not our duty to avail ourselves of this opportunity?

The General Manager instructed a continuation of the method on the divisions mentioned and its extension to the S. & N. A. and B. M. Railroads.

The following recommendation was made relative to giving credits to employes:

First. A suspension of fifteen days or less charged against an employe will be considered cancelled by a perfect record for one year.

Second. A suspension of more than fifteen and not to exceed thirty days will be considered cleared by a perfect record for two years.

Third. Suspensions amounting to more than thirty days and not to exceed sixty days will require three years clear record for their cancellation.

Fourth. Suspensions in excess of sixty days, occurring in a period of one year, will call for the special consideration of the board.

Fifth. A complimentary bulletin will be issued every twelve months in the prescribed manner giving employes who have a perfect record for one year a special credit.

Sixth. Acts of heroism and loyalty will call for special mention and consideration by the board.

In making these recommendations the committee expressed the opinion that they were not positive that these allowances were properly arranged but felt that as the whole question was somewhat experimental, it was best to keep on the safe side and be able later to reduce the time required than to take any chances of finding it necessary later to increase it.

As every employe is not only privileged to see his own record at any time but is invited to keep close watch of same, no complaint of secrecy in this system can be made. We understand that while every employe may see his own record he will not be allowed to see that of others.

General Superintendent Brown of the Fall Brook Railway is the father of the idea of reform in the matter of discipline and should feel flattered by the manner in which his ideas are taking root.



Editor Railway Conductor:

There are many pleasant duties that remain undone, because they are so pleasant that we have no idea of forgetting them, and are thus sometimes sadly neglected.

That is the case with my correspondence with the ladies who read *THE CONDUCTOR*. I think of it as one does of a choice morsel that is saved for the last, and then perhaps, crowded out for lack of room. Here it is, nearly the middle of the year, though, and it quickens the beats of my heart to think how many opportunities have already passed by, and how sadly I must have disappointed those who had confidence enough in my faithfulness to put me in correspondent for No. 38. In looking over the letters from the different Divisions, we often feel a curiosity to know where the cities in which they meet are located, how large, etc. Thinking perhaps we are not alone in this, it will be a pleasure to tell somewhat of the little city in which we meet. Marion is situated in about the center of the eastern part of Iowa, about five miles from Cedar Rapids, and so closely connected by street car line and inhabitants along the boulevard, that it might almost be called a suburb of the same. To those who entertain the idea that Iowa is a "rolling prairie," I will say you are as badly mistaken as I was previous to our coming here to make it our home. I recall with a rather foolish feeling the sentiment I bestowed on the trees near my Michigan home when I found there was a prospect of our going "where trees were a thing unknown," (as I then supposed.) But sitting here this beautiful June afternoon and taking a general view of our surroundings, I can truthfully say it is not different from a place of like size in Michigan, only as one place naturally would differ from another, even in the same state. Spring is a little earlier than in states east of us, but nearly the same fruits are raised; some, of course, with more difficulty on account of our uncertain frosts, which force themselves upon us at late periods of the season. As to the number of inhabitants, Marion has about eight thousand; has nine churches, good schools, and is quite enterprising for a place of its size. Doubtless its nearness to a place so much larger (though advantageous to its inhabitants in many ways,) is a disadvantage to the merchants and business men generally, as people from the surrounding country would naturally visit the larger city more frequently. But we have a great many organizations, lodges, etc., which find it very pleasant to exchange visits with orders of like kind in Cedar Rapids. And although we can offer the pleasure seeker no great inducements, yet Marion is a peaceable, homelike place, possessed of many worthy and appreciable people.

Bicycles rage here this summer, and the track along the boulevard between Cedar Rapids and Marion is kept alive with wheelmen, wheelwomen and wheel-children.

We have some hills near us that are almost young mountains and corresponding valleys, although not many. Yet the land is far from level as many are led to believe. To be sure we have no very dense forests, but nice groves and some dignified woodlands. Speaking of hills, let the correspondent from No. 14, of Ottumwa, tell of hills in a city, as a stranger might easily take it to be a city built on "seven hills," or even more. The Chicago & Milwaukee railroad connects us with the same, covering a distance of one hundred miles, however, to do so. We having access also to Savanna, Chicago, Perry, Kansas City, Council Bluffs, Omaha and Clinton, by the same road, Cedar Rapids being on the line running into Kansas City, also through Ottumwa. Do you wonder we feel small with so many larger Divisions around us? The union meetings and Grand Divisions give many an opportunity to acquaint themselves with other places than their own, yet many may never be afforded those advantages, and in behalf of such as well as myself, I ask those so inspired to tell us about "your individual cities." New York and the eastern states possess much that we would find very interesting. California and those west of us always bring to our minds a sense of the unreal, certainly unrealized. The south a romantic, restful sensation; the north an energetic impulse, as though we must "hustle" to keep warm.

Sister Grand President Moore has very kindly given us a taste of her pleasant trip through the different states of our union, which afforded us much pleasure. Perhaps Europe and the old countries would not have such an exaggerated charm for us if we only stopped to realize the beauties of nature and the works of man near at hand. Pen pictures may not be wholly satisfactory to either writer or reader, but they afford something of an idea of our surroundings.

How we would all like to attend the "School of Instruction" in Chicago this month.

Three cheers for the enterprising and aggressive worker in the L. A. to the O. R. C.

Marion, Ia.

MRS. N. D. HAHN.

Editor Railway Conductor:

Granger Division No. 90, of the L. A., was organized at Jackson, Mich., February 28 last, by Grand President, Sister Moore. She was assisted in this work by Mesdames C. L. Granger, M. Beam, A. J. Ely, R. Decker, M. Whiting, W. Pattison, F. Prindle, R. Rosborough, Hart, F. Brock, H. Ross and C. Morea, members of Detroit Division No. 44. Our

Division was named "Granger," in honor of Mrs. C. L. Granger, President of Detroit Division, who first enthused us with a desire to organize, and whose advice and help were so beneficial to us. We also wish to thank Mrs. M. Beam and all the other Sisters of that Division for their kind assistance and instruction. We organized with twenty-three charter members, all alive and desirous of making our Division a success.

A public installation and banquet to the members of the O. R. C. and their families was held on the evening of the day of the organization, the banquet being served to about eighty-five people. The morning following the Detroit Sisters were shown through the various shops and apartments of the Michigan state penitentiary, and in the afternoon they departed for their respective homes.

Our first party was given April 15, and we feel very proud of it, as it was not only a social success, but added materially to our bank account.

Jackson, Mich.

MRS. F. A. BIRDSALL.

Editor Railway Conductor:

Kimball Division is in a flourishing condition. While our membership is not large, all are awake and doing our full duty. Our meetings are well attended, and each of our officers realizes what her duty is. The pleasures which we hold next in anticipation are, our social of June 16 and the anniversary of our Division on July 3. During our first meeting in May a number of the Brothers paid us a visit, and some of them made interesting speeches, all of which were greatly appreciated.

We were all pleased to have Sister Ross with us at our last meeting, as she has been kept at home on account of poor health. We take a great deal of the pleasure we may confer by helping others.

Oh, the hearts that we may lighten,

Oh, the skies that we may brighten,

Helping just a little.

Argentine, Kan.

EDNA.

Editor Railway Conductor:

We have at last succeeded in organizing a Ladies' Auxilliary to R. B. Hawkins Division No. 114, of Pittsburg, and being chosen corresponding secretary it becomes a part of my duty to address my many Sisters through the columns of THE CONDUCTOR.

We were organized in this city May 19, 1896, by Grand President Mrs. J. H. Moore, assisted by Mrs. Geo. Vance and Mrs. John Rhinehart, of Altoona, who conducted the work beautifully and seemed well pleased at the interest shown by the thirty newly initiated Sisters. We had visitors from Harrisburg, Altoona, Erie and McKees Rocks.

Mrs. Ross, past president of Harrisburg Division, with President Mrs. Conrad, and fourteen others, were with us. Sister Cray, of Harrisburg, presided at the organ.

Of the Erie Division, we had Mrs. Cumersford, President, accompanied by fifteen other Sisters. We had Sister Dallas, of the McKees Rocks. We have had one meeting since we organized, and I am pleased to announce, we initiated nine additional ladies, which make thirty-nine charter members. Robert Pitcairn Division No. 9, is the name we have chosen, and we hope to make it the banner Division. At our last meeting our Secretary and Treasurer read us a cordial invitation to attend the

union meeting in Chicago, June 22 and 23. We hope Division No. 9 will be well represented.

A vote of thanks was tendered Brothers Sarver, Rice, Miller and Brother Rutter, of Altoona, whose assistance was invaluable—who assisted us with our noonday lunch, which was served in the hall.

The following officers were elected: President, Mrs. Geo. W. Miller; Vice President, Mrs. M. Bierer; Sen. S., Mrs. H. Baigh; Jun. S., Mrs. W. B. Rice; Guard, Mrs. E. Morrow; Sec. and Treas., Mrs. N. P. Brown; Chairman Executive Committee, Mrs. M. H. Ody; Mrs. F. Gray, Mrs. M. Motheral.

Pittsburg, Pa.

MRS. CHAS. A. BENTLEY.

Editor Railway Conductor:

We are working as only those who are interested in a good cause do work, and are prospering accordingly. Almost every meeting we have some new members added to our number. On March 27, last, the members of Division 187, O. R. C., gave a banquet in honor of the eighth anniversary of Division 8 of the L. A. The exercises of the evening began at 8:30 o'clock, Brother George Ammerman making the address of welcome. Among the speakers were Brothers Geasy and Long, and Mr. Weeks, general secretary of the R. R. Y. M. C. A., gave us an interesting talk on the benefits of brotherhood and fraternity among men. Sister Shafer, President of Division 8, responded in behalf of the ladies, speaking of the duties attached to membership in the Auxilliary, and of the good work already accomplished, not only by Eastern Star Division, but by all the other members of the organization. Then came the banquet, fully 150 persons sitting down to the big table. The menu included all the good things of the season, and everybody enjoyed them to the utmost. The Brothers of 187 deserve great credit for their lovely entertainment. We shall not soon forget how nice they looked, in their white coats and aprons, waiting upon the ladies with every attention, for fear they might get away from the table without having all their wants attended to. Never mind, boys, we shall return the compliment some time in the future. After the banquet the ladies took possession of the hall, and the famous "Oh, Why" degree was conferred upon thirteen members of 187.

Our captain, she marched ahead,

Her sword was six feet long.

No other lady could hold it, for

She is mighty strong.

Oh, golly! how she swung it, she

Looked both great and fine,

But at last the work was ended

For the "Oh, Why" nine.

It was midnight when the banquet ended, and all present were more than pleased with the hospitality of the jovial Brothers of Sunbury Division.

On April 4 the ladies gave a social at the home of Sister Sarvis, and on the 22nd of the same month Brother Wolf, of 187, was greatly surprised by a large number of friends taking possession of his home. There were more than an hundred who helped to make things lively until quite a late hour, and all were delighted with the evening's pleasures. Roxy would very much like to shake hands with the correspondent of Division 53—and a good hand shake, too. I feel just as if I should like to have all the Divisions near enough so that I could talk to each and every one of you.

Sunbury, Pa.

ROXY.

Editor Railway Conductor:

It may not be a very auspicious manner of taking up the duties of correspondent, but the state of my health requires a change of scene and of climate, and, with that end in view, I am about to depart for Portland, Oregon. I leave my very best wishes with the Division, and hope to return so improved in health and strength as to be able to give it better service. Our Division is doing very nicely this year, having added three new members, Sisters Hassett, Mayers and Asbury, and balloted on one more.

It is with sincere regret that I announce the loss to Division 36 of one of its best members, Brother Smith, leaving his wife and three year old child in destitute circumstances. Mrs. Smith was not a member of our Division, but the ladies felt it to be their duty to extend the helping hand to her in her hour of distress. Such expressions of sympathy and care for the sorrowing are never lost.

All our members regret exceedingly that poor health has compelled our President to resign her office, and hope that she may soon regain her accustomed vigor. Sister Yellowlee, our Vice President, now occupies the chair.

Pueblo, Colo.

MRS. D. W. EDMISTEN.

Editor Railway Conductor:

Division No. 80 is progressing nicely and the members all feel greatly encouraged. Since my last writing we have given a fine entertainment, serving ice cream and cake, which netted us quite an addition to our treasury. We have taken in one new member and expect another for the next meeting. Sister Garr, of Huntington, Ind., through the kindness of her brother, Mr. Kirkpatrick, presented us with a pair of elegant gavels and blocks, for which our warmest thanks are extended to both. By the way, we are looking for her and three other Sisters to visit us soon.

Several of our Sisters took "French leave" recently and went to Buffalo to visit Columbian Division. Say, Sisters, when you go again just whistle to the rest of us, will you? Our President and Sisters Lippencott, Fowler and Barrows expect to go to Chicago to attend the union meeting there for instruction, and we hope they will come home loaded with the good work. We are now planning a picnic to be held at Eldridge Park and expect to have a good time, of which you will hear later.

Elmira, N. Y.

"VAN."

Editor Railway Conductor:

At our last meeting, owing to the absence of our Corresponding Secretary, our President deputized me to write an account of our misfortunes, as well as an acknowledgment of the wonderful kindness shown us by Toledo Division No. 6, L. A. to O. R. C. and St. Louis Division No. 3, O. R. C. From the letter from Corresponding Secretary of Division 3 for June some idea can be obtained of the weight of loss that has fallen on St. Louis Division No. 11, L. A. to O. R. C. We were left destitute of everything pertaining to Division work, except, of course, my books. 'Tis said, "pride goeth before destruction," and, perhaps, the pride of the Secretary on account of the new desk, which, with its contents, was swept away with our beautiful hall, may have had something to do with it. Many of our Sisters' homes were laid low, and great

loss to nearly all, except a few living on the other side of town, our regalia, charter, badges, everything, was swept away in a moment. Our treasury nearly empty, we were almost in despair. When we received a letter, immediately after the storm, from our Grand President, making anxious inquiry of Division 11. What more natural than to pour the tale of our woes into the sympathetic ears of Sister Moore, who not only listened, but her kindly heart and brain were at once active in our behalf. Sending my letter to Banner Division No. 6 (her Division) it was at once voted to send us supplies sufficient to open a Division again, also attending to a new charter for us. Do you wonder that we are grateful to Toledo Division and our Grand President? Surely it was an almost instant proof of the charity and true friendship which prevail among us. Through their kindness we were able to hold our regular meeting last Thursday afternoon, with the regular order of work. A most earnest vote of thanks of Division No. 11 to our Grand President and Toledo Banner Division No. 6 is now publicly tendered through the pages of THE CONDUCTOR.

The next grand act to record is what St. Louis Division No. 3, O. R. C., did in our behalf. We were a band of wanderers with nowhere to meet, and without solicitation from us as a Division, at their last meeting, they engaged Blair Hall, 1708 Market street, half a block from the union station, where their meetings are held, and paid the rent for us a year, besides, we hear that a purse is being made up among the conductors for our use. And again, I am to publicly extend the sincere thanks of Division 11 to the members of Division 3. It has given us new impetus to be more earnest and zealous in the future. With such encouragement we should go forward now with our hearts in the cause, and do all we can to extend the work.

Brothers of the O. R. C., we thank you! And be assured, you will have no cause to regret the step you have taken in our behalf.

Our meetings will be held on the first and third Wednesdays of each month, instead of Thursdays, as heretofore. Sisters, when visiting St. Louis, don't forget that on those afternoons a cordial welcome will be given you.

I think none of our Division attended the union meeting in Chicago, the cyclone had left us all in such a state of depression that all enthusiasm was gone. In spite of our many cares, Sister Marsh gave us a delightful tea two weeks ago. 'Twas cheering to see the goodly number assembled to spend a pleasant afternoon. We have only two Sisters on our sick list; we are sorry to know of even that number. Sister Hartel, whose home was destroyed, is visiting at Poplar Bluff, and quite ill. Sister Williams, of Kirkwood, met with a severe accident. Sisters Arnold, McQueen, Fitzgerald, Stanford, Lee, and some others suffered severe losses from the storm, but all are cheerful and determined to make the best of things.

Before the year is out I hope we can have a Division at Sedalia, and why not one at Lafayette, Ind.? Surely there is plenty of room for one, as there is room in our Division for all the conductors' wives who live here. If there was only some way to reach them and make them realize that if they would only come with us we would do them good, not harm.

MRS. JNO. B. FRENCH.

St. Louis, Mo.

Editor Railway Conductor:

The 28th of April was our anniversary, and it was also our regular meeting day. We never like to have our anniversary pass unnoticed, so we arranged a short program and had delightful refreshments, after the regular order of business.

We had the pleasure of having with us on that occasion, Sisters Leonard and Seabring, of Division 29; Sister Poplin, of Holly Springs, Miss., and Sister Murphy, of Water Valley, Miss. and Sister Reynolds, of Union City, Tenn., also a good many of the Brothers. Brother Louis Williams favored us with a few words of encouragement, followed by Brother Muse and others. We were complimented very highly by the visiting Sisters, on our work, and I think they really envied our large attendance. Altogether, it was one of the most enjoyable occasions since our organization.

At one of our recent meetings Brother W. D. Neff, of Jackson Division, 149, O. R. C., appeared at the door and asked the Guard how many ladies were present. She could not imagine why he asked the question. As we were leaving the hall our surprise was great to find five of the finest carriages in the city, with several handsome conductors as escorts, to take the Auxiliary for a drive, and as such invitations are rare, of course we accepted. The kindness of Brother Neff and the delightful ride, will ever be held in grateful remembrance by those so fortunate as to be in attendance. Speaking of the Brothers, I wonder what has become of the correspondent of Division 149: I haven't seen a line from them in *THE CONDUCTOR* since "Mose" married.

Our entire Division sympathizes with Sister T. J. Spragins in the loss of her mother.

Our Secretary, Sister Callahan, has just returned from a visit to Cairo, Ill. We missed her at our last meeting.

Sisters Ford and Wood have moved to Canton, Miss., their husbands having been transferred to another section of the Illinois Central. We also miss Sister Mulvoy. Brother Mulvoy having been promoted to road superintendent, with headquarters at Fulton, Ky.

We have recently initiated two new members, Sisters Melton and Brigham.

We are now serving ices at our meetings, which the ladies enjoy very much.

Ideal Division 39 is steadily, quietly, doing a good work, and is second to none among the one hundred Divisions of the L. A. to O. R. C.

Jackson, Tenn.

MRS. J. D. MORGAN.

Editor Railway Conductor:

As an Auxiliary worker I feel as if I would like to ask a few plain questions. I do not for one moment feel that they will ever be answered, yet I will ask them, then if we have one Brother in the O. R. C. who can come to the front and answer them, we, as Auxiliary workers, will not have that feeling that certainly exists when men try to condemn our work.

The questions are: Why do so many men that belong to the O. R. C., oppose their wives joining the Ladies' Auxiliary? Of course we have heard different objections, but they do not carry so far as the conductor who says to his wife, "I do not want you to join that Order: Mrs. — belongs to it, and I do not think her a fit companion for you," while he calls that very same man who has that wife, Brother. Now, I cannot see any brotherly feeling in that. I think those men who oppose the Auxiliary should know what they are doing. If they have wives who do not care to join, let them leave it at home, and let others who would join, and like to work for each other, do so.

I have many more things I would like to say to those very men, but will not, as I think they, as Brothers, should feel as if they would come to the front and aid the Auxiliary along, as it is certainly help in every way, and every man should be proud to think he had a wife with so much ambition in her as to attend her own home care and extend her hand to assist at any time, and then on the last day we could feel proud that we have done our part, as when we leave this world we will not be asked, Are you a passenger conductor's wife? or a freight conductor's wife? We will all be classed alike.

Altoona, Pa.

READER AND WORKER.

Editor Railway Conductor:

Aurora Division No. 97, L. A. to O. R. C., was organized by Grand President Sister Moore, Friday, June 19, 1896, at Aurora, Ill., with twenty-three charter members. The following officers were elected and installed for the year of 1896: President, Mrs. Florence V. Poole; Vice President, Mrs. Martha Wolf; Sec. and Treas., Mrs. Sarah Trahy; Sen. S., Mrs. Lottie Sanders; Jun. S., Mrs. Sarah Judd; Guard, Mrs. Carrie Johnson; Executive Committee, Mrs. Jennie Douglas, Mrs. Sarah Chitenden and Mrs. Mary Yonker; Cor. Sec., Mrs. Lillian Ward.

Visitors from White City Division were Sisters Sewell and Crumley. Those from Galesburg Division were Sisters Swain, Brunson, Wagner, Eaves and Kelley. A banquet was given in the evening in honor of our Grand President and the visiting Sisters. A program was given which consisted of instrumental and vocal music and recitations. Sister Trahy acted as hostess to our Grand President and visiting Sisters while in this city.

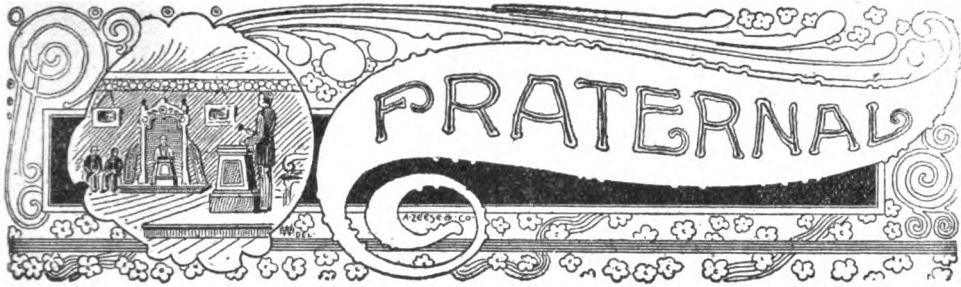
Our President, Sister Poole, accompanied by several other Sisters of our Division, attended the union meeting at Chicago June 23 and 24. We found the meeting both pleasant and instructive. We attended the banquet on the evening of the 23d, which all enjoyed, and which proved our Sisters of the White City Division to be royal entertainers.

We held our first regular meeting on July 1, and had a good attendance. All present manifested great interest in the meeting.

Aurora, Ill.

L. W.





Editor Railway Conductor:

Since my last letter, death has invaded our ranks and taken one of our number, Wm. W. Frasher, a charter member of Delaware Division. Brother Frasher had been on the sick list about a year. About three weeks ago he thought a change of air would do him good, so, with Mrs. Frasher, he went to New Haven and Waterbury, Conn., to visit relatives, and while in the latter place he had a stroke, paralyzing his left side. Brother E. C. Miller went on and came back with them June 2. He lingered until June 5, when death came to his release. The funeral was held Wednesday, June 10, with services at the house. Interment in Union Cemetery at Hackettstown, where the burial services of the Order were used, followed by the burial services of the Red Men, to which organization Brother Frasher belonged. The esteem in which this Brother was held by his associates and friends was amply attested to by the numerous floral tokens contributed. The D. L. & W. R. R. very generously furnished free transportation. Two carloads of relatives and friends attended the final services. Mr. John Franks, the dispatcher at this point, has the thanks of the Order for his many favors shown us and the relatives of the deceased. About thirty Brothers from Divisions 37 and 291 attended the services in a body. Brothers Patterson, McBurth and Willever acted as bearers for the O. R. C. At our regular meeting, Sunday, June 7, suitable resolutions were passed and spread on the minutes, copies sent to the daily papers, also the family of the deceased and our charter draped in mourning for sixty days. The Ladies' Auxiliary turned out in a body to attend the funeral. Brother Frasher held a policy in our Insurance for \$3,000, which showed that he believed in looking after his loved ones after he was gone. May God's promises comfort the sorrowing ones that he has left behind.

Brother Parks, of whom I made mention in a former number as being on the sick list, is again running his train.

Joseph Knowles, a P. & R. conductor, between Philadelphia and Jersey City, caught his foot in a frog at Bound Brook, May 19, and was killed.

Brother Ed Hess, on the new schedule in effect June 1, took charge of the Long Branch division newspaper train, and Brother S. L. Pyatt takes the B. & O. freight, in Brother Hess' place.

Brother Sam Phipps took the ballast train Wednesday, the 17th, while Brother Robert Fenwick takes charge of the Somerville gravel train.

The C. R. R. Co. have gotten some new engines, among them being one for pushing service on the back track between Ashley and Penobscot. In experimenting with this engine, a train of fifty

gondolas, nearly all 60,000 capacity, were hauled without difficulty from Phillipsburg to Hampton, and at Hampton ten more gondolas were added, equalling two hundred cars of coal, six tons to a car. The ordinary freight engines pulled thirty gondolas and 125 coal cars east of Hampton; practically the new engine does the work of two of the old ones. The new passenger engine has a 7-2 driving wheel, and, I understand, is guaranteed to make ninety miles an hour. May 21, while on No. 12, between Phillipsburg and Junction, a distance of sixteen miles, with some very crooked track, the run was made in seventeen minutes from start to start. This, with twenty-five curves between the two places, we consider good speed.

The June issue of *THE CONDUCTOR* lies before me, and, from the number of communications in it, I believe the membership are becoming awakened, and are alive to the issues that lie before them.

Phillipsburg, N. J.

WM. C. ROWLAND.

Editor Railway Conductor:

We often think, while witnessing the ceremonies of our Order, the earnest, zealous labor of the Brothers in behalf of their fellow men, that somehow and someway each earnest soul is strong. We imagine that no other order is so admirably adapted to draw out and develop those fine qualities of the mind, bringing them into such close fraternal harmony as in the Order of Railway Conductors. In no other are there so many ways of promoting each other's welfare and happiness.

We are impressed with the grand proportions of the ceremonies and the teachings of the ritual. It is very easy indeed to stand on the threshold of our Order and be thrilled with the grandeur of its teachings and precepts, but the difficulty is to descend and do our part in this great and good work. We also often think, while in the Division, of the need for each member to realize that he stands in his community, not only for what he can actually do for his Brothers in times of sickness and distress, but that, in the walks of life, he has a mission to perform: that of establishing for the Order a name among men, a name associated with all the good and benevolent works of man. The Great Ruler does not measure organizations of this kind so much by what they accomplish as by the earnestness of their striving.

We also see in the Division, great diversity of gifts, of character, of purpose and effect. One Brother, upon the altar of whose heart burns the fire of heaven's choicest gifts, earnestness and charity, can touch all hearts in his appeal for the relief of a distressed or erring Brother. Another, though seemingly as earnest, by reason of the very

slightest betrayal of the deep seated principles of our Order, makes an utter failure. Gazing on the bright future of our Division, listening to the voices of our Brothers, governed and guided by our worthy Chief, encouraged by the presence of those who have entered in with us, we see the greatest problem with which we, as an Order, are compelled to grapple, the problem of a just and upright life: a membership of good repute before the world, a society of Brothers and friends among whom no contention should exist except that noble contention, or, rather, emulation, of who can best carry out the precepts of our Order. Let us gather the beautiful lessons of that Order. May they be as the fragrant flowers scattering their aroma along the rail. We can not look up and down the weary track of life without seeing sorrow and care. We can not walk out upon the smiling bosom of the earth without finding traces of misery, heartaches and pain. But in them all we find the lesson that bids us halt. All these heartaches, sorrows and cares come from violations of the eternal laws of friendship, charity and truth.

W. W. H.

Altoona, Pa.

Editor Railway Conductor:

Since you last heard from those of us who live in the Switzerland of America, Division 153 has added a few names to the roll, making seventy-two in all, and we have three to initiate at our next meeting.

Our dear Brother, James Conroy, was killed while in the performance of his duty on the C. R. R. of N. J., at Scranton, Pa., on May 18 last. Deceased was a charter member of our Division and a faithful worker for its interests. He served several terms on the grievance committee and was a delegate to the Grand Division held at Toledo in 1893. He was ever ready to assist a Brother, as well as the Order, and his many acts of kindness will long be held in grateful memory by all who knew him. In his death we feel that we have lost one of our best members. The funeral was held on the 21st and was largely attended, the Central and Lehigh Valley roads granting leave to a great many of the boys so that they might attend.

On June 14 we celebrated our second Railroad Brotherhood Memorial Day, and it was a complete success. The day was wet and muddy but the boys faced it with the determination to carry out the program without regard to rain or shine. There were over three hundred in the parade and hundreds had to be turned away from the opera house in the evening. That large audience room was packed to the doors until even standing room was not to be had, and the general interest felt by the citizens in our meeting was evidenced by the fact that all classes and interests were thoroughly represented. The truth of the matter is that the people of this city have never given the old soldiers so generous a reception as they gave us. Rev. Buchanan, of the Presbyterian church, who is the consistent friend of the railroad man, adjourned his own services so that he might be with us, and it devolved upon him to open and close our program. The speakers of the evening were Brothers Sargent and Wilson, of the B. of L. F.; Brother Morrissey, of the B. of R. T.; Brother Wilkins, of the O. R. C., and two of our most prominent citizens. I need not tell you that from such an array of talent we had eloquent speeches which were heartily enjoyed and thoroughly appreciated by our people. The music

for the occasion was furnished by the Cambrian Chorus, and it was a feature, bringing to the gentlemen making up that organization much praise. We cannot but feel pleased with the success of this celebration, and think it will prove to be a connecting link between the members of the five railroad organizations here, bringing them eventually to unity of action in all matters of common interest. We wish to return our thanks to the ministers of the city, to the speakers, and to all others who assisted us on this occasion.

A. T. LAW.

Mauch Chunk, Pa.

Editor Railway Conductor:

Division No. 304 is in a most excellent condition in every particular. We have one candidate for initiation, received two by transfer cards at last meeting and expect two or more applications for initiation at next meeting. Some of our young men are so impatient they cannot wait until they have run a train the requisite number of times, but we are very particular on this point, and make them wait until there is no doubt of their eligibility.

We gave our fourth annual ball May 28, and it was successful beyond our most sanguine expectations, especially from a financial standpoint. Brothers A. S. Johnson and J. T. Nason as conductors, and Tug Market and Wm. West as engineer and fireman, carried a special train from Water Valley to Canton for us, donating their services. Brothers L. E. Barnes, with Flagman Strong, and Engineer Wm. Redmon, with Fireman J. Cowan, brought a special train from McComb City to Canton, also donating their services, which was very much appreciated by our Division. The special left Water Valley at 8:00 a. m. with about two hundred passengers, made up of the leading society young ladies and gentlemen, accompanied by their chaperons. At nearly every station along the line it picked up other parties of gay young people, and when the train reached Canton the four coaches and baggage car were so crowded that one could scarcely get standing room. The special from McComb City brought about 300 passengers, made up of the elite from that section. Taken together, the little city of Canton never entertained a crowd of lovelier ladies nor a set of handsomer gentlemen. In honor of the conductors, the city was decorated with welcome flags, red white and green bunting and flowers, so tastily arranged that one almost felt one's self in fairy land.

We had arranged bicycle races at the fair grounds, also a game of base ball to amuse the excursionists until night. Both the races and game of ball were well attended. Brother Hughes was marshal of the day, having charge of all arrangements, for racing and ball game, therefore, you will not be surprised to know that each race was right on time and not a single kick was heard. All four races were won by Canton boys. As to the game of ball, we were a little disappointed to have a shower before it was finished.

There is an old adage which says, "It is an ill wind that blows nobody good," and in this case it was thoroughly demonstrated, for, while the rain broke up our game of ball, it cooled off the atmosphere so that the night was all that one could wish to have a dance, and the grand ball room was flooded with about 400 guests, all gay and happy, full of life and ready to enjoy the evening to the fullest extent. At 9:30 p. m. the grand march com-

menced. Brother A. S. Johnson and Miss Maggie Maxwell leading the happy throng. We boast of having the largest ball room in the state, and on this occasion it was artistically and beautifully decorated. The artists for this part of the work were Bros. Sutherland, Anderson and Green, assisted by Mesdames Hughes, Anderson, McNeil, Sutherland and several young ladies of Canton. I would so much like to give an itemized description of the decorations, but not only am I unable to do the subject justice, but my time and your space would be infringed upon too much. However, I cannot pass without making especial mention of a few. Among them was a life-sized portrait of our Grand Chief, Bro. E. E. Clark, surrounded by evergreens and the initial letters of our noble Order. On one side of the hall was a beautiful panel of red, white and green surrounded by palms, magnolias and cape jessamines, on the inside of which were the words, "Welcome, Pearl River Division No. 304, O. R. C." Suspended from the ceiling were clusters of red, white and green lanterns and many yards of bunting, all interwoven with palms and flowers beautifully arranged. One very noticeable fact was that the emblematic colors of our Order predominated, thus we were constantly reminded of the excellent principles inculcated therein.

We had 500 programs printed, and at 9:00 p. m. there was not one to be had. "All went merry as a marriage bell" and everyone present seemed to be as happy as happy could be. The refreshment committee was kept busy from 11 p. m. until nearly 5 a. m. serving dainties. This committee was composed of Mrs. A. F. McNeil, chairman, assisted by Mesdames Johnson, Sutherland, Hughes, and others. Too much praise cannot be given these ladies for the efficient services rendered, in fact, we don't see how the ball could have been a success without them. At 3 o'clock a. m. the band played the southerners' national air, "Dixie," which caused a patriotic shout from the entire crowd, then the music melted away into the "old, yet new" air, "Home Sweet Home," reminding us that we must not tax our strength too much. Thus the gay crowd parted, some to their homes in the little city, the others to their respective trains, all glad that they had been so fortunate as to be present.

The beautiful cake, presented by Mr. H. O. Wood, of Memphis, Tenn., was voted to Miss Katie Maxwell, of Canton, as the most popular lady present, a selection most excellent and well deserved. The chairman of the arrangement committee was Brother R. F. Cathey; his efforts were well rewarded, and he has proven himself the right man in the right place.

O. A. H.

Canton, Miss.

Editor Railway Conductor:

It is my desire, through the columns of THE CONDUCTOR, to address every member of the Order on the subject of Total Abstinence From the Use of Intoxicants.

I may be somewhat of a crank on this topic, but I firmly believe that the drinking of intoxicants is the crying evil of our country, and if the use could be suppressed to any extent, we would have much better citizens, more reliable workmen, and happier families than we now do.

I believe that the man who takes one drink of any intoxicant injures himself to the extent of the effects of that one drink, and to a greater propor-

tion as he increases the amount of alcohol in his stomach. His blood becomes heated and its flow accelerated toward the brain, which it stimulates into abnormal activity for a time, succeeded by a lethargic condition caused by the engorgement of the veins and arteries of that organ, and the subject becomes stupid, and to a certain degree idiotic.

I do not reason from any theory, but deduce my observations from actual fact and experience.

I have repeatedly seen men, young men, who boasted of their ability to "drink, or to let it alone," as they willed. I have seen those same men, grown into middle age, struggle unavailingly to break the chains they had themselves forged, and have heard them cry out in the anguish of their hearts, "Too late! my God! too late! There comes to any drunkard a time when it requires an almost super-human effort to throw off the yoke that, like the arms of the octopus, fastens with a death grip upon the victims of alcoholism."

Of all the habits the drunkard falls into, that of treating is the most pernicious. Were it not for the social obligation imposed by this "treating habit" ninety per cent of our youth would escape the miseries of a drunkard's life with its awful ending. No man becomes a drunkard at once; but the habit grows, from the one glass in friendly greeting, to the bottle carried, or hidden in out of the way places, where the victim seeks to satiate the terrible craving brought on by habit, whose first start was the social glass. It is astonishing how the thirst for intoxicants grows, how insidiously it creeps into our very being and strengthens with its growth, until it has gained a complete mastery over every sense of propriety and decency, so much so that he will borrow, beg or steal to gratify the craving desire for drink. Then, again, two or three friends meet and someone proposes that they celebrate the event by having a drink; they "line up" against the bar and take a "smile." Now, if they would quit at that, only a modicum of harm might ensue, but, Tom has treated, Dick is not to be outdone in generosity, and he "sets 'em up again," then Harry insists that they "couple up" with him, and there are three portions of hell broth coursing their way through their veins with fever speed, and what was intended for a social celebration of a happy meeting ends in a debauch.

Then, again, do you ever stop to think what the habit costs you? I don't mean in health, we all know its soul tearing, body wearing, enervating influence on the system, but it costs in hard coin.

You say, "pouf," a dime now and then is never missed. Well, let's see. The aggregate of the nickles and dimes spent in the city of Chicago for strong drink is over sixty millions of dollars per year. There is enough money to give every pauper in the state a suit of clothes and three square meals a day. There is scarcely any man who spends money for drink at all, but spends over thirty cents a day—only three little dimes. But count it up for seven days, it means two dollars and ten cents. For one year it means one hundred and nine dollars and twenty cents, enough to make a payment on a little home that in a few years would be all your own.

That amount spent foolishly means the deprivation of some home comfort, and in many cases, even of the necessities of life. Give me the money wasted for drink in the United States, and I will

pay the national debt and build a navy such as the world never saw. And yet again, the drink habit destroys the home: it takes away from the wife and children those comforts that you, the husband and father, are morally bound to furnish.

You steal from them that which your position as breadwinner requires that you should contribute to their aid and sustenance.

It is you who suffer your family to go illy clad, or who bilk the baker and the grocer that you may have money to gratify your lust for drink. It is you who soon become so lost to all sense of manliness that you do not care what taunts are thrown into your face, or upon your children that their father is a drunkard and guzzles down his miserable throat in the shape of "booze" that which should go to the decent maintenance of his family.

The time is fast approaching when a man who drinks strong drink will not be employed upon any of our railroad lines, nor, in fact, any other place requiring thought and cool judgment.

If there is a man on top of God's green earth who should abstain entirely from the use of intoxicants, it is the man who is entrusted with the care of human lives and property. The railroad man, from trackwalker to president, should have every sense alert and not have his brain fuddled with strong drink.

To their intelligent watchfulness and cool cautiousness is entrusted the safe transportation of millions of precious beings and hundreds of millions of tons of freight, and that precious care should be entrusted to none but sober men.

No wonder that the community demand sobriety on the part of those to whom the lives of themselves and their dear ones are committed.

No wonder that railway officials enforce that demand by strict watchfulness over the habits of their employes, it is a matter of dollars and cents to them; but it is a matter of life or death in many instances to the traveling public.

The advantage is against the drinking employe every time, and in favor of the abstainer, on the score of decency, of material wealth, of permanency in employment, and certainly in moral advancement and the respect of his fellow men. This is the badge-wearing age, and among your badges let the white button of the R. R. T. A. have a conspicuous place, and live right up to its requirements.

C. H. PETERS.

Sharpsville, Pa.

Editor Railway Conductor:

Boom! Bang! Boom!! Boom!! Our Fourth is on in earnest. Been so thirty days! How's your good old eastern and southern weather now?

Oh, how we pity those poor eastern ones whose duties necessitate their sleeping days, if the weather is any warmer than here. Our nights, however, are cool and pleasant, but it does seem that nature at times exerts herself to see how miserable she can make life for the poor railroader who is on duty all night, and tries to get a little "shut-eye" in the day time. For after he has barricaded himself against the festive fly and got in as cool a place and position as possible, asked the Lord to forgive his swearing and misdeeds of the previous night, and quietly dropped into a troubled slumber, he is suddenly awakened by something like the musical

notes of a Rocky Mountain burro, and discovers at once that it is one of those horrible hyenas or street peddlers called "dago," with his "straw-belly!" "straw-belly!" and "nasa-rapa bo-nan-o!" Oh, ain't it awful? You jump up and shout out of the window, but he only howls the louder, and you drop back to bed, wishing you had all the "dagos" and the man that proposed "foreign immigration," (that Brother Strader tells of.) in line so you could get two at a crack, at say, 100 yards, with a 38-56 Winchester, and allowed to crack as long as you could shoot.

Division 23 and the ladies department were pretty well represented in the June issue of THE CONDUCTOR by Mrs. C. E. Ragon. Gordon, Stone and many others, as was also our Order. We did not overlook your newsy letter, Brother "Chumpy," and as I do not go to Aspen, will ask some of the D. & R. G. or "Midland" boys who do, to call on Brother Saylor. We hope all the members read the interesting letter of Brother Felkner relative to the Conductors' Home. Your sentiments, Brother F., are our sentiments, and should be the sentiments of all who expect to be old, infirm or crippled. How few train men are there that have followed train service for fifteen or twenty years, at the age of say, forty years, that have not been maimed in some way, or do not feel the effects of the exposure incident to railroad life? And then, the railroad companies are becoming more and more stringent in their medical examinations, and many of our old landmarks who have weathered the storm a lifetime, may fall under such an examination on account of defective sight, hearing or the like. We can cite an instance right here in our midst where an old time conductor applied for work on the road he had been on nine years, but had been discharged some time ago. "Certainly," said the official. The man filled out a medical blank and went before the medical examiner and made one trip on the road before the physician had sent in his report, but was not allowed to make another trip on account of a small defect in one eye, although he was strong and robust.

Brother W. P. Daniels was a pleasant visitor at our last meeting in June. He said he had been in the backwoods and weather for something like a year, and pleaded guilty to being "rusty." He promised to deposit his transfer card, however, and become a 4'er, and we hope he will. The Division register showed but fourteen names, but as we said before the attractions elsewhere are surely great, for our summer resorts are in full blast, and are very inviting.

Brother Fowls where were you with that nice rig and new summer suit? Brother Jake Meyers, you are overdue at Division. I saw yo' ole cully head gwine out on 305. Brother Lon Pierce, you've done excellently this year, but what's the matter with the night ya'dmaster at union depot, and Fortieth street Murphy? Brother Joyce, your attendance and behavior is about 95--but, can't you induce "Shorty" Tracy to come oftener? Brother Jim Cahill, Division 44 desires your presence. Only one U. P. man at last meeting. Where are all those good Brothers of the "Smooth Line?" Brothers Lake, Rogers and Jacobs, will you walk into our parlor? Brother Charley Morse, we'll excuse you, for we feel for you when we see that little red caboose going down Nineteenth street at 4:00 a. m. six days in the week. Brother Jack Weir, you don't belong to 44, but if

you don't visit us oftener, we'll spring that little "anecdote" of your swim in Poncha Springs with the two widows. How about the woman that wouldn't sink on account of large feet? Brother Kimbrough, when were you at Division? Brother Ed Stout we had most forgotten you. "Come and see us, behind the fence."

The counterfeiting of our Division cards, spoken of in the June issue of THE CONDUCTOR, has raised quite an interest among our members, and it is stated that they are on sale, with the secret work, at the small price of 25 cents, and would probably come cheaper in job lots. Now, we never engaged in the dynamite industry, but would like to open correspondence with the manufacturers of these cards with the trusty Winchester we spoke of, about July 4th. Look out for these people and cards, boys, as it is said the cards are very clever duplicates of the genuine, and bear a seal similar to ours.

Brother Willard is the chairman of a committee of three to consult with the ladies of Division 23 relative to having a picnic or something of the like. Do your duty, Brother Chairman, and we guarantee the ladies will do their part.

Brother McFarland, of the Grande, has been working for Willard, Conboy & Co., insurance agents, at the rate of \$15 per week, since June 4, on account of a heavy switch frog which he was unloading, falling on his foot and crushing it. He expects, however, to resume his position soon.

We are informed that a bulletin (?) has been issued by the Santa Fe System requiring all passenger conductors to discontinue the use of the mustache. Brother Ammon obeyed the order some time ago, and our worthy Assistant Chief presided over our last meeting with his discontinued.

Mrs. George Rohethan, of Idaho, sister of Brother Virden, left for her home the early part of June, having spent a month with her sister, Mrs. Read, her parents and numerous friends in Denver and Golden, her old home.

Brother Elliott, who recently lost his left arm, received \$1,000 from the Insurance Department June 21st. We are glad to see you get the money, Frank, as you will "need it in your business," and only wish you could have gotten more, but would rather see you with two good arms than the amount drawn multiplied by ten.

The many friends, and especially the old U. P. boys, will rejoice to learn that "Billy" Fenn, who was at one time agent and operator at Golden, Colo., also agent at Boulder, Colo., is now in the employ of the Southern Pacific, as soliciting agent, with headquarters at Denver. Art Davis, the efficient ex-agent of Greeley, Colo., holds a similar position with the Union Pacific. They both have an unlimited circle of friends. Success to you, old pals.

Brother Poole and wife, of Division 100, have been visiting friends in Denver and vicinity, for some time, and left here on the 30th of June, for North Platte, Neb., to visit friends there prior to returning to their home in Ohio. They were the guests, in Denver of Brother Charles Ragon and wife.

Brother John Kissick had another operation on his arm June 20th, and at this date (June 30) is recovering nicely though not entirely out of danger. Mrs. K. is with him at Salida, and it is useless to say our Division extends all the sympathy to both in

their great trouble, yet this does not "heal the wound" by any means.

The old plank platform of our union depot is being torn up and replaced with vitrified brick paving, which is a decided improvement, of which Superintendent Touhy and all his hired men feel justly proud.

Brother Charles Gardner is the recipient of another new hat—a light palm, with a crease ironed in the center, a present with some neckties, handkerchiefs, etc., from Brother McFarland and wife. Too much butterfly life will never do, Charley.

Brother Fay has charge of the B. & M. night yard at Denver, and is working two engines at present.

In the northern part of our state the crops have suffered greatly for water, and in some districts entirely burned out.

Brother George Hackett is back from his eastern trip. Had a good time and resumed his position as Chancellor commander of way car 71, on the run to Akron.

A Joyous Fourth to all,
Denver, Colo.

HOT TAMALES.

Editor Railway Conductor:

After quite a long silence I again pull the latch string. This is now a road of progress and prosperity; from early morn to the mosquito's evening call, the country is on the rush. We are handling a traffic hitherto unheard of at this time of the year, and since large salaries are a solace for "nights devoid of ease," the boys all sing the song of happy content. No. 98 has been highly honored in the promotion of her two bright particular stars, Brothers T. H. Mizell and R. L. Butt. Brother Butt, our Atlanta delegate, has been made trainmaster of the Alabama Midland division of the Plant system. Success to you, Brother. May you go as high as the highest, and success crown your labors. Brother Mizell, lately our C. C., was recently appointed trainmaster of the M. & M. Division of the L. & N. All who know genial Tom are well satisfied that his administration will please the company, and at the same time suit the employees. Brother Mizell's old associates all feel quite an interest in him, and will do all in their power to round off his official life with that success which is only obtained by an official who is esteemed by the men under his control.

Brothers Markle, Cammack, et al. are spending a lay-off in Florida, chasing the finny tribe and inhaling Old Ocean's briny breath; in fact they are out for anything that will make a man forget trouble and its double-header tonnage train of disappointments, red flags and work orders, etc. Judging by their start I am of the opinion the trip will be a huge success. If Brother Cammack follows his usual course, he will employ his time in fishing for (mer)maids.

The Abyssinians worsted the Italians: Bob Ingersoll talked from a Christian pulpit; Montgomery will have a new car shed; 'tis said everything comes to him who waits, but I much doubt the truth of the saying, for no boys come to the sage of Buzzard's Bay, and no 10 per cent comes back on the L. & N. Pandora's box still holds hope for Cleveland, but I am afraid he takes it all and leaves none for us.

Several of our members are branching out in other lines of business. Brother Cowart is the wholesale agent of the Standard Oil Company's

car and trumpet grease department. Brothers Kennedy and Markle are engaged in the coffee house business at Mobile. Brother Brock will go into the lumber mill business, about sixty-two miles down the road; Brother Cammack is purchasing installment stock in an ice cream parlor and a livery stable; somebody better "watch" him, else he might run against a "stump;" Brother Dillard has a penchant for the tan shoe trade, and always exhibits a sample of his wares; Brother Powell is operating a gold mine, and is handling paying "dirt;" he holds all stock.

Brother McCall and wife recently lost their little 18-months-old boy. We all extend our sincere sympathy in their hour of trouble dire; they must be comforted, not discouraged, only remember that life is short to all of us at best, even though we attain the snowy crown of a long existence. We can soon see our dear ones in the land where trouble and death never enter; the sweetest flowers of this world are early plucked to be transplanted in the eternal garden of Eden, that the angels' home may be sweeter for their coming and the heavenly air more fragrant for the flowers' perfume. The little babe is now a star in the celestial firmament, shedding its rays of purity and brightness over the pathway of its dear parents, that they may ever be guided through the gloomy places in this vale of tears. The little one is now

"Out of a land in whose bowers
Perish and fall all the flowers;
Out of the land of decay,
Into the eden where fairest
Of flowerlets, and sweetest and rarest,
Never shall wither away."
Montgomery, Ala. NOVICE.

Editor Railway Conductor:

You may think Dauphin Division is claiming more space in THE CONDUCTOR than it is entitled to, since last month's number contained two letters from us, but to my mind it is encouraging, as it shows an interest in the Division and its work. Our attendance is growing better every meeting, which is certainly encouraging. We had two initiations at our last meeting; there was a full house and the dues are paid promptly.

Owing to the hard times some of the boys availed themselves of the opportunity and secured new clothes by robbing the scarecrows along the lines. No doubt by next spring those scarecrows will be under the protective wing, and we can get our good clothes where we formerly did. Business still remains slim, and the P. R. R. has frequently sent out the retrenchment order within the last month.

I notice that some of the Brothers complain of slack work and the consequent pulling off of crews on the lines where they are employed. My advice to all such is to urge upon their companies the formation of relief associations, then they will not experience any such reduction of crews, even if they do not make more than two days per month. The company can get enough out of the wages for those two days to pay the relief dues of the employee, regardless of whether or not he or his family have anything to eat or wear. Such an association is a paying institution—for any company—both in a direct and indirect way, if properly framed. The more men employed the better the relief pays, even if the men have to saw wood or work on the streets

to get enough money to keep up their membership. Then by the decision or ruling of a well greased corporation judge, it relieves the company of a vast amount of responsibility, and debars the employee from ever being able to bring legal proceedings against the company for any injury, no matter how much the company may be at fault. The companies claim that these associations are separate institutions and are not included under the corporation wing, but when legal proceedings are instituted the wisdom of the court decides quite differently. So, boys, always push a good thing along. The company will then hire new men and induce them to join the relief department, whether they have work for them or not, and instead of taking off crews will put more on. Then a man can work at something else or starve, and at the same time enjoy the pleasure of being an employee of a railroad company and member of its relief association. All this, of course, provided he can find work enough to plunk down his monthly dues, which are far too large for the benefits received. In case of sickness or injury, provided he is not ruled out, the insurance has another feature. There is nothing of the accidental inclination connected with it, consequently the member must die to win. Just ponder over this and see what conclusion you reach. The contributions of the members have swollen the funds to such an extent that some of the companies even talk of organizing a pension fund—for bosses.

Many of the remarks made in the labor journals sound somewhat pessimistic, but the eyes of the working class have been opened very wide within the last five years. If anything is said in favor of labor and the truth is spoken concerning trusts and greedy corporations and exposures are made, then that writer is a "pessimist, a fool, a fit subject for a lunatic asylum." The truth is what hurts. On the other hand, let a man say a word in favor of some heartless, depressing, wage-grabbing corporation or trust, and that man is held up before the nation by the press as a great man, and his words are given an elaborate heading by the editor of the corporation paper, so they may be sure to attract the attention of the reader.

There is one good feature connected with relief associations, and that is they never have any delinquent members. They carry no one along under any circumstances, consequently a member always pays up promptly, providing his earnings for the month reach the amount of his dues. Then a great many men are under the impression that membership in the relief department tends to secure their position on the road, and no doubt they are right. When an official is approached by an employee and member of the relief department regarding the taking of men off the road, the official asks him this question: "Do you belong to the relief?" "Yes, sir." "Oh, well, then, you do not need to be afraid if they do reduce the force of men." This looks very much like paying for a job, but it would sound very pessimistic to say so.

No one would think of saying that the relief associations were gotten up in a spirit of antagonism toward the different railroad organizations, and if they were they have missed their mark. They have helped many a poor fellow out in sickness or injury, when he was in good standing, without the least sign of distinction or favoritism, but it is what they should do, and no more than any other organization of the same sort would do. Often the

medical examiner of the relief department will order a member to work when he is scarcely able to be about, and will then go to the office and strike that member's name from the sick list, and his benefits will stop. The subject of relief by railroad companies suggests a great many points of interest, but the evils connected with the scheme by far overbalance the good.

A MEMBER.

Harrisburg, Pa.

Editor Railway Conductor:

In reading the Fraternal Department of the June CONDUCTOR I find a letter from a Brother of Division 122, in which he asks a question about quick action air brakes. I would like to ask him whether or not the brakes worked after the first or second application, and how soon after the engineer released them did he make another application? I do not profess to be an expert on air, in fact, would like to be better posted, but I have always worked on roads that have used it, so I claim a little knowledge in that line. I am now working on the Colorado Midland, where we have grades of three and four per cent, and every car that goes over the road is supposed to be equipped with air brakes in good order. Experience teaches me that after an application has been made the brake must be fully charged before another successful application can be made. In other words, the reservoir must have a pressure of from sixty-five to eighty pounds to secure a successful application of the brake. I should not wonder if that were the trouble at the time of which he speaks. Being on a wrecking train loading rock, too many applications were made with too short intervals, so that the brakes did not have time in which to recharge fully. Then there may have been another cause. When air brakes have not been cleaned properly and oiled as they should, they become dirty and rusty, and often it is difficult to get them to work. I do not remember the question the Brother asked before regarding the air brake and the single track system, but if he will ask it again, I will gladly give him any information in my power.

Business has been pretty dull in this part of the country, especially on the Midland, but it has been picking up a little during the last week, and we expect it will be better the rest of the summer.

Our Division is located in Colorado Springs, just two miles from Colorado City. We have about sixty-five members in good standing, and all of them true blue. Our trainmaster, who is also an Order man, is the right man in the right place, and, although they have knocked out seniority, and he has promoted a few men before it was their turn, it has not caused the least hard feeling among the men. At the time the officials threatened to cut our wages we appointed a committee and they secured the adoption of a new schedule, knocking out seniority, so you see he has a perfect right to promote whom he pleases. I believe in seniority, especially where all the men on a road are members of the Order, since I regard all Brothers as being equal until they have been proven different. We all know that where there is no seniority, the trainmaster can get conductors out of any material he wishes, and it won't matter how long your term of service may be if he happens to have a friend he wishes to push. The man with the pull gets the job, and all the man who stands next for a train can do is to wait until all the men with pulls are pro-

moted and then maybe he will stand a show. Ability as a railroad man cuts but little figure in such cases. It is difficult to make some conductors see things as we see them, but then we know the reason. They are running trains and are never going to get fired, or they will tell you they have a very dear friend who is trainmaster or superintendent at such a place or on such a road, and they can get a job of running from him. Now, if any Brother can show where it does any good to knock out seniority, where all concerned are Brothers, I should like to hear from him. I am strictly O. R. C., but fear there is a great lack of brotherly love among the Brothers.

DINNIE.

Colorado City, Col.

Editor Railway Conductor:

In looking over the June CONDUCTOR I find three communications signed "Div. 3," "G. W. Horner" and "J. S. Strader," respectively, and to the subject matter of those articles I beg leave to say "amen," as they voice my sentiments exactly. "Division 3" gives fair warning in that part of his article where he says: "While we are thinking and acting, is it not time to put a stop to street railways carrying freight, express and mail matter?" Is it not true that by the action taken by the government in the fatal month of June, 1894, and later we have reason to be aroused? "G. W. Horner" makes a good point when he speaks about men growing old, and when excluded from the service by reason of color blindness and loss of hearing, urges that they be allowed the same insurance as any other "accident" or "death" claim. When the frosts of time pierce our locks and infirmity overtakes us in the course of nature, should we be compelled to find our only refuge in public charity? I may be too positive in stating that I think in such cases the insurance should be allowed, even if it requires a special assessment to do it. Mr. J. S. Strader gives some excellent ideas on the subject of the foreign vote, as it is controlled by ward heelers. It is indifference at the polls and primaries that has lowered the standard of labor. In times of peace the laboring man does the work, in times of war he does the fighting, and, I may add, he could do the effective voting, if he only would.

Allow me to say in conclusion, that the railroads in this intermountain country are doing only a fair business.

MORMON.

Salt Lake City, Utah.

Editor Railway Conductor:

A notice to appear in the Division room and show cause why I should not be expelled from the Order for non-attendance, causes me to think where I am at. For four years I was one of the most regular members of 186. During the last six months, however, we have had the most of our layover at the opposite end of the road from where we live, thereby causing us to neglect our duty to the Order. There are few members who love the O. R. C. more than I do, yet I must confess to growing cold from non-attendance. I have promised to begin anew, and in turning over the new leaf I may be pardoned for using some of the privileges neglected by our correspondent.

Most of the members of 186 work on the L. & N., and are now making good time, while they expect soon to be doing a rushing business. The track and cars of the Southern on all its divisions out of here

are being put in first class shape preparatory to a heavy fall business. The K. C. M. & B. is sawing wood over on the north side, and is moving freight and passengers. The boys are drawing nice salaries and seem to be happy. The A. G. S. is doing a fair summer business. It is also putting its track in excellent condition, and is equipping more cars with air brakes than any other road in the south. Mr. C. A. Wickersham, our superintendent, is one of the nicest men to work under anywhere. He is in full sympathy with the O. R. C., and is never too busy to see his conductors, always giving them a cordial welcome to his office. No one with a just complaint goes to him in vain. W. N. Gox, our trainmaster, is an old time O. & M. engineer, and is a thorough railroad man, a man of high moral character. His being a member of the B. of L. E. causes no jealousy, as all know him to be above reproach, free from personal prejudice and partiality.

Our local crews are working half time, and this gives more men a chance to live during the summer months. It has been customary to give the locals a full train of through loads in addition to local work, causing them to double all grades and pulling through crews off. By the present arrangement local conductors make \$55, and those on through freight make \$85.

Division 186 has one of the best territories to draw from south of the Ohio river, and is growing rapidly. All the boys promoted are joining as soon as they can get in. Judging from those who present themselves for membership, I believe the roads in general are ignoring seniority and selecting a higher class of men than it has been their custom to promote.

A. G. S.

Birmingham, Ala.

Editor Railway Conductor:

My article in the June CONDUCTOR, in which I advanced the proposition to establish a "Continental O. R. C. Home," has, I am gratified to know, created a little discussion in local circles at least, the most of which is favorable to the project, yet now and then an objection is offered on the ground that such an institution is not required.

In the past, local Divisions have taken care of their own poor, as far as they were able, and for that reason the amount of poverty and distress that has existed among members of the Order is not generally known, but that it is much greater than is generally supposed, I am confident. The need for such an institution is becoming more apparent, and is growing every year. Not that more men are becoming disabled by injury every year, but because of that hydra-headed monster, seniority, the creature of the railway employees' own creation, though now the pet and pride of the General Managers' Association, and by them fostered and kept alive at the employees' expense. It has wound its slimy tentacles about railway service, destroying fellowship and unity, creating jealousies and dissensions, sapping man's energies and dwarfing his ability to accomplish for himself by taking away from him the God-given right to progress by merit and ability, but transforming him into a mere automaton that will eventually be cast aside to give place to a new one, who, unless he has been fortunate enough to acquire a competency in some other way, may possibly be doomed to spend an old age in poverty and fill a pauper's grave. Very few

men acquire a competency before they reach the age of fifty, and very few continue in railway service beyond that age. The man in passenger service who is observed to be accumulating any property is often suspected to be a thief, and a detective is detailed to shadow him, who always reports in favor of the company, and he is discharged for "cause." The freight man is no better off. His salary may be sufficient—barring a big family and lots of sickness—to live comfortably on, but on very few systems is it large enough to enable him to save anything of any consequence. If either the freight or passenger man is so unfortunate as to, from any cause, lose his position as a conductor when past, or near the age of fifty, he is practically retired from railway service, because under the conditions recited above, he cannot hope to again take service as a conductor, but must commence as he did at first, as a brakeman or switchman, and he finds that he is too old to do either. If he has managed to save a little money in the past he very likely invests it in some business, and with no business education to direct the management of it the probabilities are that it is soon gone, and he now has no resources whatever. We have seniority, and probably cannot get rid of it, but, we can, and should, do something toward counteracting the effects of it, and we can do so in no better way than by establishing a home.

Another thing that I believe would be highly beneficial to us as an Order would be the creation of a Mutual Accident-Insurance Department, thus securing to our members that class of insurance at cost, and saving to them the vast amount they now pay into accident insurance companies as commissions and profits. Why pay someone else for doing that which we can do ourselves.

M. D. FELKNER.
Covington, Ky.

Editor Railway Conductor:

Brother C. G. Robinson is at his home in Walton sick with diphtheria but is now on the gain and we hope to see him back on his run again in a few days. The Brothers of Division 341 sympathize with Brother Robinson and wife in the loss of their two children, Harold C. and Louis A., who were taken from them after a sickness of only six days' duration, by the same dread disease. Brother M. C. Hoke is running Brother Robinson's train.

Brothers J. H. VanValkenburg, T. Conway and Wm. Ferris are running the "snake chasers." Brother C. J. Egan is running the local freight between Norwich and Walton and has the best engineer on the road. Brother Vincent, our Chief Conductor, has taken to riding the wheel, and we expect to have him in the race at our clam-bake. Brother J. G. Close has the hardest run on the road, having so much to do that he forgets when the meetings are. We should like to see some of the tardy ones in the Division room. Some of the Brothers have other business—want to sleep, forget, have sore feet or are afraid there will not be anyone there. Come, Brothers, you will always find someone in the Division room at meeting hours.

Brother E. D. Hallagan is still running between Oswego and Walton. Brother W. H. Shrock is taking care of the ladies on Conductor King's train, but likes those on the Utica Division the best. Brothers Estabrook, Hart and Sherwood are on the rounds hustling to see who will get in the most

time. Brother C. E. Lothridge is on the night freights. A committee is hard at work arranging for a clam-bake to be held at Lake Earlville some time in August. We hope to see many of the Brothers from other Divisions present, and shall try to make it pleasant for all who come.

The February number of *THE CONDUCTOR* contained a picture of the G. S. and T., which was very fine. Why not give us the pictures of all the Grand Officers in the same style as that of Brother Clancy?

YOUR SCRIBE.

Norwich, N. Y.

Editor Railway Conductor:

Quite a number of the trainmen from this city attended the union meeting held in Seymour, Ind., on the 28th ult. One of the chief subjects brought up there for discussion was the importance of system federation, and I am glad to say that it was so ably discussed by Brother Powell, of the O. R. T.; Brother Dodge, of the B. R. T., and our own Grand Chief, that they all returned thoroughly converted to the good cause and willing to do all in their power to push it through. The B. & O. was especially represented at this meeting by members of the various organizations of trainmen from Parkersburg and Grafton, W. Va. The welcome given us by the citizens of Seymour was cordial in the extreme, notably the welcoming speech of the mayor, and we all shall long hold in grateful memory our visit to that beautiful city, and wish to "see-more" of its hospitable people.

Brothers, let there be more of sociability among the members of the different organizations of men in the train service. We should remember that there is many a brother fireman who satisfies the appetite of the monster iron-horse: many a brother brakeman who rides the hurricane deck ready to apply the brake at a moment's warning; and many a brother telegrapher who hold down the desks in the lonely offices along the line, ready at all times to receive an order for this or that train, avoiding delays which are dangerous and annoying to us all. These men have true and honest hearts and we should be always ready to recognize and encourage them.

The eleventh anniversary of Division 181 was held at Chillicothe on the 23d ult. It was a most enjoyable occasion and one that will long be remembered by all who were present. Our G. C. C., Brother E. E. Clark, was with us, it being the first time a number of the Brothers had had an opportunity to meet him. We must confess that we were highly pleased with him as the executive officer of our Grand Division and most sincerely hope that we shall have the honor and pleasure of having him with us frequently as his visits will surely result in much good.

Business along the line of the B. & O. S. W. has been a little slack for a while, but still the boys have no reason to complain, as they have been making fair time for a dull season. We hope all visiting Brothers will remember that a warm welcome always awaits them from the members of 181.

Chillicothe, Ohio.

A. F. CLEVELAND.

Editor Railway Conductor:

I wrote you last from Chicago, didn't I? Well, from my present point of view, on the summit of one of the Black Hills of South Dakota, hills like it

in all directions, hills honeycombed with prospect holes, noisy with the pounding of stamp mills, hills like great hives of busy, burrowing men, the outlook is somewhat different. Here there are nearly enough jobs to go around; the pay is good, even up to our vaunted American standard, and men, not women and children, do the work. The supercilious boss before whom the eastern workman must cringe for leave to work, is not yet here, nor are the hungry cringers here. But I am told there are more idle men here this summer than ever before, and I rather think it will not be long until there will be a sufficient number of that unfortunate class to compel a leveling down of the difference between prosperity and the misery of idleness. There can be no other result of a struggle amongst men for the privilege of working. Those who have jobs would better figure on securing the natural right of the idle to work, than on making themselves or their organizations solid with their bosses, with the expectation of holding on in spite of the pressure from without. Of course it is quite generally understood that if the people all about you are at work, you don't need to worry much about your own job or your chance of getting another one; but what seems to stick the people of this queer country is the question, "Where is the work to come from?" They seem to think the work is already done when the few aristocrats get all they want of the good things, notwithstanding the fact that a majority of the people are living from hand to mouth, half fed, half clad, without knowing the taste of the luxuries of travel, of culture, of the satisfaction of having enough and no need to skimp or to fear "hard times" to come, forced to exist on the little that sticks to their fingers while they have the privilege of making all, of supplying all, all the comforts of their betters in high places, even to the pleasure of viewing with upturned snouts, the envy, the hopeless misery of those who seem not to have been made as good, as sharp or as lucky as they. I say they appear to overlook the needs of the producers themselves in their effort to solve the so-called labor problem, and I think they will soon go to the "most enlightened nations" of Europe for their solution of this question, as they go to them for their "honest money" or "sound financial" scheme. They will probably adopt the method of England, France, Germany, Austria and Italy, and Spain and Russia, and the other excessively enlightened countries of Europe, which is simply to dress up half, or more than half, the working classes in soldier clothes, to be fed and clad by the other half, to be armed by the other half with bullets and bayonets enough to enforce the contentment of the other fool half.

Here in this busy corner of this great country, the only industry is the production of gold; and since they have here a "money question" quite similar to that of our own gloriously proud America, it may be interesting to tell you that the Black Hills producers of gold are not generally on the "goldbug" side of the question. They don't expect to get any less than \$17 an ounce for their gold, even if silver should be legislated back to the price at which it was sold three years ago. They don't fear the possibility of being overloaded with dishonest dollars in exchange for their gold, but they will be glad to accept all they can get from those who think it isn't good enough to keep. They don't take much stock in the "goldbug" warning that their hard-

earned savings now on deposit in the banks will be paid in half value dollars. They naturally think that if there were such a possibility the warning wouldn't come out of the solicitude of the bankers for their dear depositors, but that the bankers would keep their mouths close shut and eagerly gobble the elegant chance of buying two silver dollars for one of gold, to pay back their deposits. The question is not between the silver producers and the gold producers, but between the money cornerers and the rest of the world. Of course, if there is no use for silver as money, that is if it were not coined at all, and was useful only for knives and forks and spoons, it would sell for but little, if any more than copper, and the same is true of gold, notwithstanding the wornout gag about melting up a gold dollar and still having a dollar's worth of gold. You wouldn't have two cents worth of gold if it wasn't money by law, and if it wasn't money by law, you would have little use for it as jewelry; you would not care to decorate yourself with cheap stuff; it would take too much of it to prove your prosperity, and you would wear diamonds instead. It is not a question of metals but of money, and whether the people will be satisfied to have it cornered by a few bond dealers and bankers, or will make it out of something they can't corner and in quantity sufficient for the needs of production. J. S. STRADER.

Deadwood, S. Dak.

Editor Railway Conductor:

Julian Division No. 347 has been in existence since April, 1893, and as there has been no mention of her in *THE CONDUCTOR*, I think it about time that we were heard from. We were organized with fifteen charter members, and have at present twenty-two members in good standing, and some petitions for next meeting. We are not making any demonstrations in the way of balls or picnics, for we have had quite a hard struggle to maintain our existence, owing to the unpleasantness of 1894. But we are getting to the front again, and on a more solid basis. We have been quite fortunate so far in regard to accidents and sickness, although Brother J. S. Blair had the misfortune to get his hand caught between two patent couplers, causing the amputation of his first finger, and otherwise injuring his left hand. He has been getting along splendidly, and from present indications will be back on his train again in a few weeks, unless he goes into business here, as some of his friends want him to do.

Brother A. H. Clark and wife have gone into the jungle near the Mississippi, for a few weeks camping, where he will be away from all cares, with nothing to do but fish and fight mosquitoes. I have been told that he ran away from camp for a few hours to attend a colored picnic that was held near by. "How is that, Amy?"

Brother J. O'Conner and wife have gone to northern Wisconsin to spend a few quiet weeks among the pines and beautiful streams so plentiful in that region.

Brother Gross, our yardmaster at this place, is laid up with neuralgia, brought on by a combination of hammock and night air. For some reason unknown, he forsook his old arm chair, and the evening being very hot, he hid away to the hammock where he lay until two o'clock in the morning, and as it is a very unusual thing for Brother Gross to be away from home so late, it caused no little commotion in the household until he was located.

His wife said she had begun to think she had better notify the police of his disappearance, when he evidently got froze out and was trying to sneak into the house unnoticed. Be more careful, Brother, and do not allow yourself to sleep so long, or if you must, then tell your folks where you can be found.

Brother W. F. Reinoehl has been running passenger for the last few weeks, which leaves him away from home considerable, but for all that he will always be found at the Division room about thirty minutes before the meetings are called to order. I would like to see all the members emulate his example in that respect, for it does not consume much time to go to the Division meetings, and there is always something to be learned by attending.

I would like to see the ladies organize an Auxiliary, as I think it would do away with the familiar saying, "Oh, there will be enough there today without you" stay at home with me." THE ELDER.

Dubuque, Ia.

Editor Railway Conductor:

I often wonder that the benefits to railway employers of concerted action in matters of state legislation, are not more fully appreciated by us. Here in Wisconsin in 1893, it was decided by Division #6, O. R. C., to see what could be done to secure the enactment of a more equitable law in this state, defining the liability of railway companies to their employes, for injuries received in the line of duty, through the incompetency or carelessness of co-employees, also through defects in equipment, which could have been repaired, or guarded against by the exercise of due diligence on the part of the companies. After considerable discussion of this subject, a committee of three conductors, members of Division #6, was appointed to prepare a bill, procure its introduction, and endeavor to secure its passage. Prior to this time a statute which was enacted in the year 1889, in Wisconsin, held the railway companies liable for injuries to its employes sustained through the acts of superintendent, trainmaster or train dispatchers, road masters, etc., but the companies were not liable for the acts of any employe below the rank of conductor or engineer. The matter of defective equipment not being mentioned in the law made it difficult to recover on that account, as it could generally be shown that it was impossible for the company to be cognizant of that particular defect, when such defect was the cause of the injury. A bill was prepared and introduced in the assembly which gave the desired protection to all employes engaged in train service or the switching of cars, handling engines, etc. Upon investigation it being found that a bill including the employes of factories, mills, machine shops, or car repair service on railways, would undoubtedly be killed, therefore it was thought best at this time to attempt to protect only those employes, who in the line of their duty, were so often dependent upon the faithful performance of their several duties by fellow employes. We argued that as we had no voice in the selection of a flagman, bridge watchman, section man or switchman, and the careless performance of their duties might bring death and disaster to the employes upon a swiftly moving train, and which, be they ever so careful themselves, the trainmen would be powerless to prevent, the companies should be responsible to the employes injured.

The railway companies in the state naturally made a strong fight against the bill. At one time, the matter having dragged along till near the close of the session, it looked as if it could not pass, or if it did become a law, it would be so changed as to afford but little relief, if any. Owing to a peculiar political complication, and some energetic work on the part of the above mentioned committee and other employes who, regardless of party affiliations, put their shoulders to the wheel, a powerful influence was secured, and this very just and fair measure became a law. This influence was secured in this way: The party in power had elected one of their members of congress from one of the Milwaukee districts, as U. S. senator. It was very much desired to elect as his successor, a prominent member of the party, who at that time held the office of mayor of Milwaukee. In this congressional district were a large number of railway employes, in fact they held the balance of power, if their votes could be thrown one way. It was pretty clearly shown to the leaders of the party that this would be done, and while no objection was felt to this candidate personally, his defeat was morally certain if these railway employes were not conciliated by the passage of the co-employe bill. Through the influence largely of Division 46 most of the organizations of railway men throughout the state, worked in harmony in this matter, and it shows what united action by our army of voters in the railway service can do, if they work together. "D."

Milwaukee, Wis.

Editor Railway Conductor:

Brother Felkner's pen picture of a Home for Railway Conductors, in the June number, is beautiful, but I could not help wondering what would be dear old "Father Coffin's" feelings when he reads that letter. He has labored so long and so faithfully for the good of the brotherhoods, and is doing so much good in spite of their indifference. If all would take some interest in the Home we have, it would go a long way towards bringing about results such as Brother Felkner pictures, and much more. His picture is not overdrawn. All this could be accomplished by the O. R. C., but it could be done much easier by the combined efforts of the four or five brotherhoods. The trouble is, the members are not working for the Home, they think "oh, what's the use: it will never benefit me; I'll never want to go there." And so they selfishly neglect their duty. I believe there are men here who know nothing of the Home. And I know there are numbers of wives of men, supposed to be good brotherhood men, who would be surprised to hear of such an institution.

I do not think the "Rose City" boys are more selfish than the average; they probably haven't thought about it, (old "didn't think" is such a convenient scapegoat). But it is quite time they were taking some interest in the matter.

If the wives of all the members of Division 131 and B. of R. T. lodge 49, and the B. of L. E. and B. of L. F. lodges would each make a pair of sheets and pillow cases for the home it would be a great help. The cost to each individual would be but a trifle, and it would only take a few hours to make the articles. I am sure the ladies would do it if only some one would get them interested in the work. Now, you fellows go home next trip and tell your family and friends about the Home, and make some plans to

help; and don't stop at planning, but do something.

"Father Coffin" must have the patience of Job, and the forgiving spirit of a saint, or he would have given up long ago. I would like to hear from some of the Little Rock people on this subject. L.

Little Rock, Ark.

Editor Railway Conductor:

I forget where I left off on that last story, so I will begin all over again, and tell you how Brother John French got along when the storm came his way. When the wind was in its fury and the rain was falling fast, John said to his better half, "This is worse than Camden county. If we were only there where those trees (about the size of gooseberry bushes) so grand could shelter us, we would be safe." Just then his chimney fell over on the next house, and the slates on his roof started toward the school-house, and John says, "Let's all go down cellar and see if the water pipe ain't froze up." The next day John tried to claim all of the house next door, but it would not work, as the brick from John's house were red and the other house was yellow. He is all O. K., but not right on cyclones and bricks.

We had another one about two weeks after the first one, but on a much smaller scale.

Well, we did as we said we would for the good Sisters of the L. A. to O. R. C. We hunted up the directors of the G. A. R. Hall, where we meet, and told them about the girls losing out at Anchor Hall, and how all their money was gone after that new desk and dishes just bought and placed in the hall. The directors said as they had no baggage to put up for security, they didn't know about them getting the house, so we did the proper thing by paying their rent for them, on condition that they will be a little more easy if we want to hold a special meeting some night and don't get back until the next day, and they are as happy as can be. I don't believe if one of the boys should happen to go to the next tea he would be called on for his ten cents for supper.

Brother C. H. Bloom died on July 1st, after undergoing a surgical operation. He never recovered from the shock. His body was accompanied to Hannibal, Mo., where he formerly lived, by his wife, children and his brothers George and Jud Bloom, and by Brother C. W. Howard, of Division 3. They were met on their arrival by Brother F. A. Malloy and others, of Division 39, and the remains were taken in charge by them. At the request of Mrs. Bloom, the Brothers from Hannibal Division acted as pall bearers, and Division No. 3 is under obligations to the following Brothers for their kind assistance: N. O. Averett, B. F. Baird, W. A. Mase, W. Arnold, B. F. Heitman, H. Walker, J. L. Howey, A. G. Brown, F. A. Malloy and other Brothers, whose names we were unable to obtain. We have had the pleasure of meeting several of No. 39 Brothers in No. 3, and we hope that should any of them get the opportunity in the future they will call on us, for we found them all O. K., and they are the kind that No. 3 likes to see. Brother Howard says he is personally under many obligations to Brother Baird for his ride behind a good horse, that likes to travel, and to Brothers Mase and Howey for trips to the parks. We always do as we are done by, so if the good Brothers will let us know when they are coming to St. Louis, we will send to Denver and borrow Brother Frank Burns' white mule he used to switch with along about '49. We

know Frank is all right or the mule would not say so, and as the mule has quit switching and gone on the road, Frank don't need him any more, except to tell stories about. Poor mule! If he only heard those stories he, like all other mules (or railroad men) would kick. Don't forget to see how your candidate for the legislature is going to vote on the fellow-servant bill, and your congressman on the arbitration bill.

Well, I will close with a hint to Hannibal Division 39 and Sedalia Division 60, that it is time they helped the ladies to organize a Division of L. A. to O. R. C. St. Louis, Mo. COR. DIV. 3.

Editor Railway Conductor:

How pleasant it is to look over the pages of THE CONDUCTOR and read the news and names of the Brothers at some place where we worked for years and knew everyone, both off and on the road. How the homesickness or melancholy feeling steals over us at seeing the name of some dear old, almost forgotten, friend or Brother as being on this or that run, etc. I know that is the kind of news that will please our absent Brothers, and that is the kind of news I shall endeavor to give you. A great many of our Brothers have gone from us, from time to time, and are scattered to the four winds of the earth. Many, perhaps, will never return to the welcome we warmly extend to them. While we wish that they may be successful in their new pursuits and occupations, we also ask God to bless them and guide them aright.

Our Assistant Grand Chief Conductor, Brother C. H. Wilkins, was with us at our regular meeting June 1, 1896, and endeared himself to all members present by his able and logical addresses. Brother Wilkins accepted the chair and gavel, when assigned to him, and conducted the Division in a very proficient and able manner. He also instructed us on the floor work when initiating, and quoted much of the ritual. All this he had committed to memory, and I noticed he did not look in our ritual while in the chair. Brother Wilkins' speech lasted over an hour, and was right to the point at all times, showing himself to be an able and fluent speaker. About 10:40 we assembled at the Depot Hotel, where we indulged in a banquet, given by the members of 36 in honor of our Grand Officer. About forty members were present and seated at two long tables with snow white covers, with a large roll of smilax wreathed in grapevine order extending through the center and entire length of the tables. Choice roses were peering out of this at short intervals, the entire length of the vine. By each plate was also placed a beautiful, bright carnation which was soon placed in as many buttonholes, which presented a beautiful view in looking down the tables. Come again, Brother Wilkins, and if we cannot entertain you properly, we venture to say it will not be our fault.

Our Chief Conductor, Brother W. W. Hancock, is general yard master at Pueblo. Brother F. H. Stouffer, Sec. and Treas., is depot master. Brother L. B. Southwick, our S. C., is tending switches at east end of passenger yard. Our J. C., Brother W. J. Mahoney, who was formerly night yard master here, has resigned and left us, and I do not know just where he is at this writing. Brother Tim Reardon, our I. S. S., is throwing switches from the tower for the D. & R. G., just east of the D. & R. G. yards. Brother C. E. Deny, O. S. S., has been run-

ning south, but having his foot injured by his horse he is laying off, Brother J. H. Propst running his car during his absence. We have two local runs south, which are run by Brothers Cal Groves and Ed Evans. The through freight crews south are Brothers D. W. Edmisten, C. E. Duey and myself. The passenger run south is in charge of the quiet boy, Brother John Donley. On account of there being so many Mexicans on this south division, and having no conductor who could talk their language, the company decided Brother Donley would be just the man for that run for he don't like to talk anyway. The passenger runs on first division are held by Brothers O'Shea, J. H. Smith, Frank Smith, H. D. Smith, Charlie Chivers, Craft, Dan Reilly, F. Graham, J. Dalton, W. J. Weir, M. Garrett, J. A. Graham, S. Rathbourn, Charlie Rogers and our faithful Brother, Hank Williamson. On the local freight west are Brothers O. C. Spencer and L. C. Smith. The latter has been laying off. Brother C. Pettigrew running his car. Conductors on through freight west are Brothers Dan Yellowlee, Frank Ruse, Frank Hollis, Elmer Duey, R. F. Sharp, Bill Whalin, our fat boy, and George Taylor, who at this writing is visiting relatives in the east. Brother P. B. Hart running his car. The fast freight runs between Denver and Salida are run by Brothers D. D. Herrington, D. M. Skelly and Slater. The LaVeta mixed is manned by our old faithful, Brother R. T. McGraw. The extra conductors out of Pueblo are C. Pettigrew, P. B. Hart, H. A. Ball, Billy Spencer, Billy Shrop, E. Merritt and others. Brother Frank Young, who formerly ran a train out of Denver, is assistant conductor for your correspondent at this writing, and can sing songs or roll a brown paper cigaroot with anybody. He is also a prime favorite with the girls, although he does not like girls, nor never did. Brothers Jake Lemon, W. A. Humphrey, Derby, C. A. Black and others, whose names I can not remember, are still with the Mo. Pac. R. R. Brother C. A. Black, in climbing a lamp post to light a cigar, a few nights ago, suffered the loss of his moustache, which had been filled with chewing gum where he had spent the evening and caught fire from the street lamp. Our Chief Conductor has prescribed a poultice for Brother Black which will, no doubt, effect a cure if used in accord with the directions. Brother J. F. Baker is night depot master at the union depot. Brothers F. Ringe and F. Moyer and several others are switching in the Pueblo yard.

'Tis with sincere sorrow we read of the death recorded in THE CONDUCTOR. Each issue bears the name of some departed Brother, many of whom have given up their precious lives in noble response to duty's call. We know that loving hearts and willing hands will perform the last sad rite for the departed Brothers; but our hearts are made sad. We cannot help it. How we pity those whose loss is greater than ours. Our charter is once more draped in mourning. This time in memory of Brother T. K. Smith, who died of pneumonia at his home, June 3. He was buried in River View cemetery, June 5, by the O. R. C. There was a very large attendance, all Brothers not on duty being present. Brother Smith transferred from Aztec Division, No. 85, to this Division. He leaves a wife and child to mourn. He was not insured, and no one felt more sorrow than I when we were told he was not a member of our Benefit Department. After he died my thoughts drifted back to the visits I made

to him. I remembered seeing his wife administering to every want and exhausting every effort to make him more comfortable. Day and night she sat by his bedside, her very heart yearning for his recovery. But, alas! he died, leaving a dark and gloomy home, but no insurance to supply the wants of those who had been most faithful to him. What a great help even one thousand dollars would have been to this family. Brother, if you could only look back after death and see your wives and children, many times, suffer from hunger and cold. I think it would be the most sorrowful of all visions. I have seen many mothers who were compelled to support themselves and children by washing for a living, or some other equally ill paid labor. Brothers, did it ever occur to you that some of the wives of conductors have fared but little better than the above. How many times, since we have had insurance in our Order, have Brothers died uninsured. Three members of this Division in succession have died uninsured, and were buried at the Division's expense. How often have you known of conductors' wives appealing to the different Divisions for aid, claiming, at the same time, that their husbands' insurance had just run out when he died, or that he was not insured at all. These appeals are very pitiful, indeed, and are hard to refuse: at the same time the Order is not to blame for their unfortunate condition, nor is it under any obligations to bury a Brother or support his family after his death. That is what our insurance is for, exactly. The best insurance in the world, placed in easy reach of every Brother in good standing in the Order, that we may protect ourselves, while living, and our dear ones when we are gone. How could anything be better? Still, how many of our Brothers do not carry it. So many are carrying some accident insurance to protect themselves, while living, and, should they die a natural death, the poor family is left nothing but misery and hardships, with a dark future, which, I consider, is worse than death. Just think of such insurance: you must be killed outright to protect your family, and then, the numerous conditions in which the policy restricts the holder are likely to defraud your family out of it. Compare one of those policies with one of our Mutual Benefit Department and you will soon see that there is no comparison at all. You will also see that the latter can be had for one-half the cost of the former. I hope every lady who reads this letter will see that her husband is properly insured, and also see that the assessments are promptly paid when due. This has been overlooked sometimes, and by the wife watching it, the husband will not get delinquent, and it will be her safeguard and protection.

JAMES F. OWENS.

Pueblo, Colo.

Editor Railway Conductor:

The worst kind of vice is advice. So says "Cole-ridge." I cannot agree with him, and am going to open this letter with a few comments on "advice." We find in our fraternal department some good and timely advice, given to us by our Brothers. Take, for instance, what Brother "122" had to say on political demagogism in his last letter: "The time is past for workmen to go to the polls and vote as they were told. They should now study for themselves and see that their blind confidence in party and party leaders has put them in a hole, and consequently, they should put aside their party

feeling and vote for men." What undeniable truths, and to be spoken by a laboring man, one of the common people. A leader of one of the great political parties tells the public (free gratis, of course) that "the common people"—I am using his language—"don't care one iota what class legislation is advocated or enacted," and goes on to say that thousands of workmen, who are employed in the manufactories of this country, are willing to let the political parasite settle the money question to suit the brokers and bankers. The above fact, I am sorry to say, has been, in the past, the cause of labor not being represented in our law making bodies, municipal, state or national. The laboring class take it for granted that what the political bosses tell them is the gospel truth, and walk up to the polls on election day and cast their votes as instructed. Then comes the aftermath. Instead of the laws that were approved by the political boss, and voted for by the common people, being a panacea for the ills of the workmen and women, they find themselves getting poorer and the political parasite looking on and says, well done thou good and faithful serfs and slaves, with no voice in running this free government. Poor, deluded laboring class, will the time ever come when you will do your own thinking and voting? He is but a weak man who cannot. Come, be men and use your own judgment when it comes to approving any national question before the people. What is the foundation of this political serfdom? Why, partisanship, allegiance, and obedience to the commands of the political tyrant.

On matters of vital principle, no man can reasonably be asked to submit to party dictation. Every man who places country above party, and whose sympathies are with the producers as against the money brokers and bondholders, owes a duty to his conscience and to his country which can only be discharged by putting forth every effort in his power that the blight of the political parasite may not be fastened upon the common people. When we can see our way clear to analyze and investigate all political questions that come before the people, using Brother "122's" advice, we will have sounded the key note to our salvation.

We, the readers of THE CONDUCTOR, are indebted to the ladies of Angel City Division, No. 84, for that interesting letter from the pen of that jolly good fellow, Brother R. T. Hedrick, and I congratulate them on having such an able representative. I now see through that bear story that Brother H. told us in his first letter. I am with you, Brother H., when it comes to singing the praise of the ladies. God bless them:—God be blessed for them. Until the ladies have recognized or refused to recognize a man's merit his social position is not determined. Woman, like gold, is a legal tender the world over, no matter what image or superscription is stamped on it by the national mint.

JACK RABBIT.

Terre Haute, Ind.

Editor Railway Conductor:

We were invited to attend a basket dinner and picnic, to be given by Champion Division 227, at Cushman Park, Lincoln, Neb., on July 2. We were also challenged to play them a game of ball on same date. This was one of the many special features of the day. Not having very many conductors who could attend, owing to a very bad washout which occurred on the 1st, we had to borrow a couple

of men when we got to Lincoln. We were playing a good game when Brother Pratt had the misfortune to break a finger, which was a great detriment to us, although the score was not so bad, 13 to 9. It was so warm it was almost impossible to tell who had the 13, both sides claiming it. Another special feature was a fifty yard foot race between Brother Jack Burns, of Division 227, weight 280, and Brother Bob Reilly, of Division 246, weight 240. We are positive we would have won this race if it could have been run, but the Brothers thought it too warm. We hope to be able to bring it off in the near future, so the question will be settled. How pleasant it would have been to have had Brother A. P. Wilson there to talk free silver to us while we were trying to keep cool. I venture the assertion Division 227 could not have produced a man who could have talked gold standard and have compared with Brother Wilson. We all hope the time will soon roll around when we can attend another picnic with Division 227. From present indications, in another year business will be much better and there will be more Brothers to go. We do not miss a meeting, although we haven't had a candidate this year.

Wymore, Neb.

SPECIAL.

Editor Railway Conductor:

The "Home" acknowledges receipt of following cash donations for month of June, 1896:

138	.....	\$ 9.00	95	.....	\$ 4.50
55	.....	12.00	70	.....	12.00
109	.....	6.00	292	.....	12.00
10	.....	5.00	313	.....	12.00
320	.....	12.00	244	.....	12.00
26	.....	12.00	44	.....	5.00
76	.....	12.00	96	.....	5.00
111	.....	12.00	132	.....	12.00
169	.....	2.00	214	.....	5.00
224	.....	12.00			

Total.....\$173.50

O. R. C. Total.....	\$173.50
B. R. T. Lodges.....	152.10
B. L. E. Divisions.....	148.00
B. L. F. Lodges.....	63.00
L. A. to B. R. T. No. 43.....	2.00
G. I. A. No. 46.....	6.00
L. A. to O. R. C. No. 37.....	5.00
L. A. to O. R. C. No. 13.....	5.00
L. A. to O. R. C. No. 71.....	1.00

Grand Total.....\$555.60

Highland Park, Ill. F. M. INGALLS, Sec'y.

Editor Railway Conductor:

As a rule we have a very fair attendance, although of late there has been very little to make the meetings of more than passing interest.

On the morning of May 4, last, our Past C. C., Brother R. D. Wilcox, was taken from us, his death being caused by a washout, into which his engine and five cars plunged. He had just gone over to the engine to warn the engineer against running too fast, as it was evident from the looks of things that there had been a very heavy rain fall, when the crash came. His brakemen, two noble fellows, rescued him from the water and the wreckage of the engine and cars, conveying him to the roof of a car which had been broken off, where in about twenty minutes, he breathed his last. He knew the end was near, and sent these parting words to his wife and children: "Tell them I died right, and I thought of them to the last." These were brave words for a young man to say when he knew that he was so soon to leave them. He was buried with Masonic honors, and being a member of the city council, the mayor and all the members of the city

government, as well as all the organizations and most of our citizens, gathered to do him honor. The engineer was also killed and the fireman seriously injured, though he has now nearly recovered. Brother C. C. Connell has taken Brother Wilcox's run.

Business has been very fair with us during the past two months, and the boys are feeling better and are living in hopes that before long we shall have a return of the good old times when all were making good time. You may rest assured they will all remember these last two years, and be a little more careful of the dimes in the future.

Last Sunday's meeting was one of the best we have had this year. If a stranger had been there he must have been surprised at the display of legal learning and eloquence, and would have thought he was among a lot of lawyers instead of conductors. Brothers Wilson, Batten and Lonquist led off, but they had plenty of help from the rest, including our C. C. We certainly made no mistake in the selection of that official, as he is a cool, quiet man, who is not easily led astray by the arguments which the Brothers advance, and has a way of setting them right when they get on the wrong track, which keeps them in good humor all the time.

Brother Ralston, our A. C. C., is one of the oldest members of the O. R. C. in the west, and the Brothers are always glad to have him at meetings. Our S. and T. is also an old O. R. C., and has as fine a set of books as one could wish to see. He is known as "Happy Jack," weighs over 200 pounds, is as broad as he is long, and has a pleasant laugh which will upset the most solemn meeting. It would take several pages of THE CONDUCTOR if I were to give you a description of all the Brothers, so I shall not attempt it.

We had the pleasure of meeting our A. G. C. C., Brother C. H. Wilkins, at a special meeting recently. We are always glad to see any of our Grand officers.

The ladies of the Auxiliary gave a very pleasant ball on June 3, last. We have an invitation from Division 227 to join with them in a picnic at Cushman Park, near Lincoln, on July 2. The boys are in fine feather, as we are expected to be in good shape for a ball game with them, and Brother Reilly is to run a foot race with Brother Burns, of 227. In some future letter we may give our ideas on a new line of insurance.

F. W. J.

Wymore, Neb.

Editor Railway Conductor:

Almost the first thing I hear at every meeting is: "Why don't you write more? What is the matter with you? People won't know that No. 40 is in existence." Those who make such exclamations do not stop to think of the great number of Brothers who write for THE CONDUCTOR, and that if all were to write a letter each month, it would take a book ten times as large as the present one to hold it all.

There is not much of interest, even now, to write about. Everything in the northwest is progressing smoothly. Passenger and freight traffic is heavy, all the roads are doing a good business, and the boys are correspondingly happy.

Of course everybody knows our S. and T. was appointed chief of police for St. Paul, and presented with a gold and diamond star by Division 40. The presentation speech was delivered by Grand Senior Conductor Garretson, in a very felicitous and

graceful manner. Brother Goss is getting along very well, and all the boys are grateful to Mayor Doran for recognizing one of the fraternity. Our Chief Conductor, Dud Condit, has made application through Brother Hugh Malloy, to become a member of the G. A. R. He entered the army at a very tender age—in fact his age is still very tender. He was in the battle of Bull Run, and some of his comrades say that he could run faster and farther than any other member of the company when the enemy was in sight. He was promoted to third corporal for bravery displayed in keeping out of the way. He now wishes to join the veterans in the hope of receiving a pension under the incoming administration on the ground of old age. Of course he would not have grown old if he had not been in the army.

At our regular meeting July 5, Brother Joe Grindell was made a full fledged member under dispensation. We are all glad to see Joe back, as he was a member of 40 in 1882. John Anderson, for twenty-five years a conductor on the Milwaukee, has made an application. Better late than never, John. We are always glad to get an old-timer, it adds dignity to the ranks. There are several others running out of St. Paul on the different roads who should become members. We are all a brotherhood of men in the same occupation. We meet occasionally on the road, pass the time of day or give each other our train numbers, and that is the end. Why not all belong to the same body cemented by ties of friendship and love? We can mingle together more freely, and when trouble or sickness assails us, we have friends on every hand. I hope to see the membership of 40 increase very rapidly in the near future. I should also like to see a large attendance of the members at the regular meetings, which occur the first Sunday of each month during the summer.

After the regular session was finished, a meeting of the five federated organizations was held in the O. R. C. hall. Nearly 150 members were present and some spirited speeches were made by the representatives of the various organizations. All agreed that railroad men should come closer together, and work more for each other's interests, and not continue drifting apart, as they have been in the past. The Cedar Rapids plan of federation was agreed on by all as a good thing, but I should like to see the time come when all men in train service are allied together on a common footing, all Brothers.

What has become of the Ladies' Auxiliary agitation? Brother Malloy, our ladies' man, was appointed a committee to canvass the situation, and I suppose he will get around, as he is a great talker and visitor, and he generally succeeds.

Brother Joe Goran, who was paralyzed about two years ago by being struck by a wagon, is about to enter the Home for Disabled Railway Employees at Highland Park, Ill. We hope his recovery may be rapid. Brother Tom Cowden displayed his handsome figure at the meeting today, for the first time in many moons. Come often, Tom, your happy smile is an antidote for all the ills that assail man.

Brother George Ellis, of 117, was visiting 40. He is much more regular than most of our own members. He told us of a stream he had discovered down the road which was alive with speckled trout, and that he caught fifty-seven the other night. Of course everybody knows that nothing but bull-

heads will bite after dark, and that is what he got. [Look out, Tony.—Ed.]

Brother Frank Brainerd, after spending nearly two years as trainmaster at Larimore, N. D., has taken his old run again out of St. Paul. All the boys are glad to see him back again, as he looks more natural with a punch in his hand than he did with a club. For the information of Brothers in distant lands, we would say that Brother W. E. Tew was married, a few months ago, to a very estimable lady, and is living at Yankton, S. D. A great many thought he was too old to marry, but he evidently has his second wind. Brother Gus Burr has returned to duty, after two weeks spent at Spicer, fishing. Gus is reported to be an expert fisherman, and if his luck among the fair sex was as great, he would not now be mending his own clothes. Brother James Smith, an old N. P. conductor, is now connected with the State Labor Bureau. Jim would be perfectly happy in his new position if he could issue an occasional stop-over.

St. Paul, Minn.

A. J. M.

Editor Railway Conductor:

As the weather is nice and warm—only 110 in the shade—and I am anxious to be doing, I shall endeavor to let you know what Division 227 is doing this warm weather. We have elected two candidates, but I presume they are waiting for a warm night, which I think is all unnecessary, as we will make it warm enough for them when they come.

Business is gradually increasing, and as a consequence we see a few of the ex-B. & M. boys drifting back. I am glad to say that Brother F. Mickley has gone to work here again after a year and a half of wandering with the "hummers." To my Brothers, who are out of situations, just keep a stiff upper lip, and if the promising crops throughout the country are not damaged before maturing, all will have a job in the "Sweet bye and bye."

Our picnic came off on the 2d ult., as promised, and all present had a most enjoyable time. An extra coach on No. 92 brought up a jolly crowd from Division 246 and from Alpha Division of the L. A. They were met at the depot by the members of 227 and Division 86 of the L. A., and their friends. After the usual greetings, all boarded a special train furnished by the officials of the northern division of the B. & M., and placed in charge of Yardmaster McCreath, who saw that all arrived safely at Cushman Park. The first two hours were spent in arranging the lunch and disposing of it, and after that came the ball game between the members of Divisions 246 and 227. This was the event of the day. Little Brother J. Burns, of 227, carried off the honors by making two scores. He had been in training for four weeks and had worked down to 335 pounds. Brother R. Reilly, of 246, was a close second, but I think he had trained longer, as he only weighed 325 pounds, and could throw so swiftly that Brother L. E. Platt received a broken finger in stopping one of his balls. Brother G. W. Harpster was the only one who could not reach first base. When the National League managers are scouring the country next season for players, they need go no farther than either 246 or 227. Oh, yes, the score was 9 to 13, in favor of 246. Among the visitors were Brother F. Kelter, of Division 247, and Brother Irvin, of Division 172. Brother Irvin, when you read this, "just tell them that you saw me," and "we won't go home till morning." Here is the train to take us back to Lincoln, so I close by hoping this may not be the last of our picnics, since we have today formed ties of friendship which we hope may never be broken.

O. S.

Lincoln, Neb.



Mutual Life Insurance.

1. Wagering Policy.—Amount of Recovery.

In an action to recover upon a certificate of insurance wherein the evidence showed that in 1874 one Metcalf purchased a policy issued by a mutual benevolent insurance order to one Nye. At the death of Nye, he brought suit for the amount of the policy and got judgment. On appeal, it is held, that as the purchase was speculative, no relation as creditor and debtor existing, Metcalf is entitled to recover or receive only the amount of money paid in assessments and interest on the same. If Metcalf remits the excess of the judgment over that amount the judgment will be affirmed, otherwise reversed.

Metcalf vs. Knights of Honor, Ind. App. C., April 14, 1896.

2. Trial Court Decision.—Accident Insurance.

In a suit by the administrator of the estate of Isaac G. Cumrine, against the defendant association, to recover upon a contract of accident insurance, it was shown that Cumrine, a railroad engineer, was killed in a wreck near Greentown, April 28, 1894. The complaint says that the decedent entered into a contract with the insurance association for an accident policy of \$3,000 on April 20, eight days before his death. The association admits that a contract was made with Cumrine for the insurance, but claims that it was not to go into effect until May 1. The complaint charges that this date had been changed in the contract, and that it was originally dated April 20. The jury found for plaintiff, and association appealed.

Cumrine Adm'r vs. Railway Officials and Employers' Accident Association. Marion Co., Ind., C. C., April 9, 1896.

3. Mutual Benefit Insurance.—Proof of Loss

—Waiver—Right of Beneficiary—Must Exhaust Remedy Before Resorting to Courts.

1. Where a mutual benefit association had expressly waived proof of death, it is an unnecessary and unreasonable requirement to demand that the beneficiary should supply such proof in the form prescribed by the bylaws of the association, with many of the provisions of which she could not comply.

2. The beneficiary of a mutual benefit association must enforce her claim under the rules of the association, and, in the absence of fraud, she must exhaust her remedy under the charter and bylaws, before she has any remedy in the courts.

Fillmore vs. Great Camp of Maccabees of Mich. Mich. S. C., March 31, 1896.

4. Quorum—Assessments—Notice—Validity.

1. Where the board of trustees of a mutual benefit association, when less than a quorum was present, after official notice of the death of members, ordered assessments, the irregularity, if any, was cured by the approval of the minutes of such meeting at a subsequent meeting, when a quorum was present.

2. Articles of a mutual benefit association provided that, when official notice was received of the death of a member, it was the duty of the secretary to notify each member; that each member should, within fifteen days after date of such notification, pay to the secretary \$1.10; and in case he should neglect to pay within fifteen days, he should again be notified by the secretary, and, if such sum was not then paid within fifteen days after the second notification, his name should be crossed from the roll of members. Held, that the legality of notices was not affected by the fact that the second notice was given a day or two earlier than provided by such articles.

Wolf vs. Mich. Mutual Benefit Ass'n. Mich. S. C., March 24, 1895.

MENTIONS

Robert Ashe, member of the Grand Executive Board of the International Association of Machinists, has been in Washington, D. C., in the capacity of lobbyist, endeavoring to induce congress to order an investigation into the treatment accorded their members employed in the Brooklyn navy yard.

If their members in the employ of the government are not accorded fair treatment, or if they believe they have any good cause to complain, congress should not hesitate to make proper investigation if the secretary of the navy will not right whatever may be wrong.

In addition to his duties in this connection, Mr. Ashe has, according to his own statement contained in the following extract from a contribution he makes to the *Machinists Monthly Journal* for July, found time to also endeavor to induce congress not to do something which a large number of railway employes wish them to do, and which several old and respected labor organizations have endorsed

The amendment to the eight-hour law is buried for this session, and I think also the damnable so-called arbitration bill. Since I have been here I have shown it to five or six of the ablest men in congress, explaining its deep-laid poison. In every case I got their promise to oppose it bitterly if it ever reaches the floor of the House. If that bill was the law today, all of our members who are in railroad service would be practically slaves under it. It is said here that the great railway companies are quietly using all the influence they have to push it to the front, but thus far it has been most successfully blocked.

If Mr. Ashe could now find time, while congress is not in session, to point out clearly and intelligently, just what features of this "so called arbitration bill" are "damnable," and will kindly convey to the deluded mortals who have faith that some good will come out of this bill when it becomes a law, his explanation of "its deep laid poison," he will be doing the labor world a better service than he can do it by pouring his information into the confidential ear of "five or six of the ablest men in congress." This bill is frequently spoken of as a compulsory arbitration measure. It is not a compulsory arbitration bill at all. Until

both sides to the controversy have agreed to arbitrate their differences, the provisions of the bill have no effect.

If arbitration is agreed to, it must be under certain healthy conditions specified in the bill. These conditions are intended only to provide against the exercise of bad faith on the part of either party. If arbitration is to be resorted to as a means of settlement of disputes, and any good is expected therefrom, it must be entered into in perfect good faith, and both parties must be willing to accept in good faith, the findings of the arbitrators. If an organization were willing to arbitrate their case, they could find no good reasons for objection to the conditions specified in this bill. If they were desirous of submitting their case to arbitration with the secret intention of accepting the verdict if favorable to them and of repudiating it if unfavorable, they should have no place among the respected labor organizations of the country, and could best serve the interests of the workingmen by disbanding.

This measure was introduced in the fifty-third congress, was approved and favorably reported by the committee on labor, and passed the House without a division. But one congressman offered any objections on the floor to the passage of the bill, and the only argument (?) he presented against it was the fact that no railroad company had asked for it. Before it was reported from the committee on labor in the fifty-fourth congress, it was amended in some particulars, each of the amendments making the measure more acceptable from the standpoint of the employe. It has the unanimous approval of the committee on labor and the endorsement of a large number of congressmen who are probably as able as the "five or six" whom Mr. Ashe claims to have converted. The bill passed the house in the fifty-third congress in spite of unreasonable, pessimistic and secret opposition on the part of some representatives of labor. We predict its passage at the next session of the fifty fourth congress, even though the same tactics are again employed against it.

The bill is in the interests of peace without the

surrender of right or principle. It can not fail to appeal to the fair-mindedness of the American people or the American congressman. If its employment is the means of averting in one single instance war, and its probable accompaniments of violence as witnessed in the city of Cleveland within the past few weeks, it will have done a great deal of good.

When an obstinate employer says "there is nothing to arbitrate," organized labor cries out in one voice against the arbitrary and unreasonable action. If the positions are reversed will the action be more becoming or excusable?

Regular meetings of New York City Division, 54, of July 23 and August 27, are suspended.

If "W. W. A.", "Rats", "North Section" or any other anonymous correspondents are disappointed at not seeing their communications published, they are respectfully referred to our oft-repeated rule against the publication of anonymous letters.

B. L. F. Lodge, No. 43, at St. Joseph, Mo., have issued hearty endorsement of the candidacy of W. E. Sullivan, member of that Lodge, for the position of State Railroad Commissioner, and their resolutions request the endorsement and support of sister organizations.

American railroads carry annually 600,000,000 passengers. Of these but 300 meet with fatal accidents, and but about 3,000 meet with any injury. In other words, one passenger in every 2,000,000 is killed, and one in every 200,000 is injured.

Division 175 will run its annual excursion to Lookout Mountain about the middle of July. Satisfactory and advantageous arrangements have been made with the Memphis & Charleston Railway for a special train, the management of that road having accorded very liberal conditions. A train load is expected, and there is no doubt but the treasury of the Division will be handsomely replenished from the profits of this excursion.

The Grand Chief Conductor had the pleasure of attending the anniversary exercises of Division 181, at Chillicothe, Ohio, on June 23. A very enjoyable social time was indulged in after a program of music and addresses had been rendered. The visit was a most enjoyable one, and the anniversary exercises from every standpoint, a decided success.

Take away from capital the support and co-operation of labor, and every invested dollar in this country would be sent by through freight, charges paid and way-bill checked, to the general scrap pile. Deprive labor of the supporting staff of capital, and infant and matured industries would walk very lame. Every wheel of progress would be stopped, and every trained hand in this great industrial republic would lose its cunning—paralyzed by idleness.—*Seymour (Ind.) Daily Democrat.*

Mrs. Thos. B. Reid, of Chicago Junction Ohio, appeals to the members of the O. R. C. to give her any information they may have of her husband. The last letter received from him was written at Glasgow, Mont., January 10, last, and was mailed at St. Paul on the 17th. If alive his signature to certain papers is needed to save the little home for his wife and children. If his death is proven his insurance will save the home.

A very largely attended union meeting was held in Elmira, N. Y., on June 21. Special meetings of their respective membership were held by the B. L. E., B. L. F., B. R. T. and O. R. C., during the forenoon, and in the afternoon a very enthusiastic audience packed the opera house to overflowing. There were a number of local speakers, and the meeting was also addressed by Grand Chief Arthur, of the Engineers, Grand Master Morrissey, of the Trainmen, Vice Grand Master Wilson, of the Firemen, and Grand Chief Conductor Clark, of the Order.

The Cuban Junta here has sent out a warning to the public, in which they say:

"We desire to warn the public against all persons requesting contributions for the cause of Cuban independence, excepting the Cuban Army Sanitary Corps, Rafael Navarro, treasurer, who is duly authorized and appointed by this delegation. Also against persons advertising for parties or individuals to join the Cuban cause.

"Certain individuals are advertising exclusively for these purposes, and join to theirs, the names of well known Cubans. There is no enlistment going on, and appeals for aid by individuals are entirely unauthorized by us."—*N. Y. Herald, May 30, 1896.*

Sam'l Gompers, President of the American Federation of Labor, has issued a circular to the Unions affiliated with the Federation, calling attention to the prohibition of party politics in their conventions and meetings, and warning them

against being drawn into any compromising or embarrassing situation during the political campaign just opening.

The circular concludes with this excellent advice: "Let the watchword be: No political party domination over the trade unions; no political party influence over union action."

* *

The National Railway Protective League, incorporated under the laws of New York, officered by Robt. L. Smith, President, and Chas. E. Weisz, Secretary-Treasurer, issues a neat little pamphlet, entitled "The League Review." The purposes of the League are therein set forth as follows:

FIRST. The advancement of national and state legislation, beneficial to these employes, and the repeal of vicious and obnoxious laws.

SECOND. To establish in each state, district, city and town, representative lawyers and surgeons, with whom these employes may advise concerning their best interests, with absolute guarantee of their probity and ability.

THIRD. To protect the rights and interests of the wives and children of these employes by discouraging poor cases and loss of positions, and encouraging proper recognition of meritorious cases.

* *

At a meeting of the Joint Label Committee of the Cigar Makers' International Union of America a committee of three was appointed to draft resolution to be presented to the Joint Advisory Board for their endorsement, and the following resolution was the result:

WHEREAS, "The People," purporting to be a labor paper, has published an article that is utterly devoid of truth, wherein it states that the C. M. I. U. of A. is bankrupt, and for ulterior motives has contorted the financial statement of said union in order to create confusion, mistrust, and to retard the progress of said organization; therefore, be it resolved, that we, the members of the Joint Cigar Makers' Unions of New York, Brooklyn and Jersey, do condemn said article as issuing from an irresponsible party who has nothing in common with the labor movement of this country; and be it further resolved, that we call upon all bona fide labor organizations to express their disapproval of the disreputable tactics employed by this paper in endeavoring to falsify the balance sheet of our International Union and to prevent the thorough organization of those employed in our industry, in the interest of the capitalist class.

This action, it will be understood, was provoked by an article appearing in *The People*, the nature of which will be understood from the resolution.

* *

The Chautauqua Assembly of the state of Kan

sas assemble at their grounds in Ottawa annually, and several days are spent in the usual exercises at such places. One day is generally devoted to labor, but prior to the present year the speakers have been theorists, who knew nothing of the labor question from a practical standpoint. This year the conduct of the ceremonies for Labor Day was turned over to the railway organizations and the exercises were held on June 26. In the forenoon an address was delivered by Grand Chief Conductor Clark, and in the afternoon addresses were delivered by Grand Chief Arthur, of the Engineers, Vice Grand Master Dodge, of the Trainmen, and Assistant Grand Chief Dolphin, of the Telegraphers. Although a rain, which lasted throughout the entire day, probably kept many away, the audience numbered fully two thousand, and seemed deeply interested in the subject.

It would seem as though opportunities like this to place the position of reputable labor organizations squarely before the public should not be overlooked, and when their position is creditably presented, good to the organization should result.

* *

Union meeting of the employes on the B. & O. S. W. was held at Seymour, Ind., June 28. In the afternoon a largely attended public meeting was held at the opera house, and the house was filled to its limit. Addresses were delivered by Grand Chief Powell, of the Telegraphers, Vice Grand Master Dodge, of the Trainmen, Grand Chief Conductor Clark and the mayor of Seymour. In the evening a meeting of the membership of the federated organizations was held for the purpose of discussing the subject of federation, and there is no doubt but that good results will follow, from the deep interest manifested in this subject by all present. The arrangements for the entertainment of visitors were perfect, and a most enjoyable time was had by every one who was privileged to be present.

Of this meeting the Seymour *Daily Democrat* said:

The object of the meeting was good, and its spirit and purpose were well presented in the speeches. Intelligent railroad men recognize the fact that the two great forces that move the world—labor and capital—are never independent, but always and ever mutually dependent upon each other. Combinations of capital have given cause for associations of labor interests.

* * * * *

The headline in the report of the federation meeting here, that appeared in the Indianapolis Journal of Monday morning, was misleading, and the mistake—inadvertently made, we are sure—needs correction. Instead of the "Union a Failure," the meeting was a signal success, and its ob-

ject was furthered very well along toward its sure accomplishment.

* *

The present address of E. M. Romick, late night yardmaster at Lathrop, California, is wanted by Brother C. H. McKinney, of 174 York street, Jersey City, N. J.

* *

In answer to some correspondence and many inquiries, and as a matter of full information to all interested in the connection, we deem it advisable at this time to quote the following resolution adopted by the last session of the Grand Division:

Whereas, Rev. H. C. Smith has made a proposition to this Grand Division that he will, during the coming two years, procure pledges for \$1,000,000 in money and a suitable site for the erection and endowment of an Order University, where children of members of the Order are to be educated without cost to the parents, such University to become the property of, and be under the control and management of the Order of Railway Conductors whenever it shall contribute to its endowment fund not less than \$250,000; therefore be it

Resolved, That this Grand Division indorse the proposition of Rev. H. C. Smith as outlined above, provided that it is distinctly understood that this resolution shall not be understood as providing for, or promising directly or indirectly, any contribution without further action of the Grand Division of the Order.

It will be seen from this that our Order is not in any way bound by this proposition unless it is so decided by the next session of the Grand Division, and it is especially desired that our position be thoroughly understood by all of our members and friends.

* *

The conviction of Eugene H. Barnett and Joseph Wenar, ticket scalpers and forgers, in one of the criminal courts of New York, on June 26, last, and their sentence to serve terms of two and a half years each at Sing Sing, should prove to be the beginning of the end for criminals of their ilk

the country over. Prior to their arrest the first of last September, they made their headquarters in New Orleans, La., where they were doing a rushing business changing dates and places on regular tickets, and the other tricks common to their trade, the Southern Pacific receiving rather more than its share of their attentions. In order to head off their depredations, that road was obliged to put ticket agents on its trains out of New Orleans, they taking up all the tickets and issuing train checks instead, thus returning all tickets within a few hours of sale. Within a few weeks after the inauguration of this system, hundreds of illegal tickets were taken up. In order to get around this barrier to the continuance of their ill-gotten gains, Barnett and Wenar approached Train Agent W. R. Fagan, and offered him \$25 per day to betray his employers. Acting under instructions from his superior, S. F. B. Morse, general ticket agent, Fagan fell in with every proposition of these rascals and contributed in no small measure to their final overthrow. They first had a large number of counterfeit train checks printed in New York, and the tickets taken in exchange for them were turned over to the conspirators. A large number of advertisers tickets were also counterfeited, they being filled out and signed by Barnett's brother in New York, and forwarded from there to cover the home office. There being no law in Louisiana to cover such offenses, the matter was given over into the hands of detectives, who traced letters containing the counterfeit advertising tickets from the hands of the New York agent direct to the New Orleans firm. They were first arrested under the charge of using the U. S. mails for the purpose of defrauding, but were afterward turned over to the New York courts with the result as given, the jury finding them guilty of forgery in the third degree. Including the principals, the New York agent and printers and two correspondents in Texas, seven were arrested, but thus far only two of them have been convicted.



ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 312; Issued July 1, 1896; Time for payment expires August 31, 1896.

Assessment No. 312 is for death of L. H. Gordon, June 18, 1896; and all members whose certificates are dated earlier than June 18, 1896, are liable for same.

BENEFITS PAID FROM MAY 21 TO JUNE 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	S. rles.	FOR	AM'T.
1026	J. A. Roycroft	Gen'l paresis	310	183	B	Death	\$2,000
1028	T. L. Geraty	Spinal paralysis	12	4350	C	Death	3,000
1029	J. M. Sexton	Loss of left hand	18	2465	C	Dis.	3,000
1030	C. B. Ellinwood	Pneumonia	295	1599	B	Death	2,000
1031	F. E. Foster	Accident	48	4581	A	Death	1,000
1032	J. S. Sarvis	Obst'n bowels	77	3061	C	Death	3,000
1033	J. M. Peterson	Apoplexy		3870	C	Death	3,000
1034	W. A. Giles	Consumption	1	1308	A	Death	1,000
1035	John Dougherty	Bright's disease	66	2626	A	Death	1,000
1036	S. B. Flagg	Pneumonia	122	2864	C	Death	3,000
1037	R. J. Dixon	Enteric fever	201	2747	B	Death	2,000
1038	H. E. Cox	Acute miliary tuberculo- sis.	333	1013	A	Death	1,000
1039	G. D. Jones	Loss forearm	56	4615	A	Dis.	1,000
1040	Henry Smith	Apoplexy		1336	B	Death	2,000
1041	F. R. Cunningham	Falling under train	85	1005	C	Death	3,000
1042	Geo. White	Killed by cars	68	1609	C	Death	3,000
1043	F. D. Elliott	Loss left arm	44	329	A	Dis.	1,000
1044	J. D. Knowles	R. R. accident		4181	C	Death	3,000
1045	Neil McDermott	Loss right foot	201	400	D	Dis.	4,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,653; Series B, 3,354; Series C, 4,681; Series D, 413; Series E, 73 Amount of as-
essment No 312, \$28,421; Total number of members, 14,183

FINANCIAL STATEMENT.

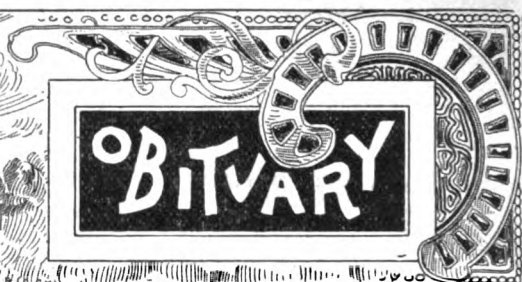
Received on Mortuary Assessments to May 31, 1896.....	\$2,335.702 75
Received on Expense Assessments to May 31, 1896.....	50,728 30
Received on Applications, etc., to May 31, 1896.....	34,714 16
	\$2,421,145 21
Total amount of benefits paid to May 31, 1896.....	\$2,310,867 00
Expenses paid and assessments returned to May 31, 1896.....	78,608 95
Insurance cash on hand May 31, 1896	31,669 26
	\$2,421,145 21

EXPENSES PAID DURING MAY.

Assessments returned, \$12.00; Fees returned, \$23.00; Incidental expense, \$6.38; Disability as-
sessments, \$42 00; Stationery and printing, \$32.95; Postage, \$142.50; Salary, \$360.42; Expense Ins.
Com., \$100; Total, \$719 25.

Received on Assessment No. 308 to June 20,.....	\$27,070 00
Received on Assessment No. 309 to June 20,.....	13,385 00
Received on Assessment No. 310 to June 20,.....	5,367 40
Received on Assessment No. 311 to June 20,.....	5,212 30
Received on Assessment No. 312 to June 20,.....	932 50

M. CLANCY, Secretary.



Campbell.

Brother M. Campbell was killed May 27 by a boiler explosion while in the performance of duty at Lower Crossing, Utah. Brother Campbell was A. C. C. of Division No. 325 and was known as one of the most kindly and energetic workers of that Division, and his death has brought sorrow to many outside the members of his family and the organization of which he was an honored member. His funeral was held at Ogden, Utah, May 30, under the auspices of the O. R. C. His wife and daughter and two Brothers were the principal mourners. Besides a host of friends. In the death of Brother Campbell the Division has lost one of its best members and his family a loving husband and father, the community an upright citizen and the R. G. W. a trusted employee. Some measure of the high regard in which Brother Campbell was held was attested by the large number of Ogden's citizens in attendance and the beautiful floral tributes paid his memory. Suitable resolutions have been adopted by Division No. 325.

Gordon.

Brother Gordon, of Division 132, died at Ouray, Colo., June 18, 1896, after a brief illness of peritonitis. Brother Gordon had been a member of the Order for a number of years, and in it a faithful worker. In his quiet home, at high noon, came the end. Surrounded by those dear to him, anxiously watching for the change which should speedily restore him to health, they saw the grim ferryman with noiseless oar touch the strand and clasp him in his icy embrace. Brother M. L. Keen accompanied the remains to Cheyenne, at which place, on Sunday, June 21, all that was earthly of Brother Gordon was laid at rest, members of O. R. C. Division 128, assisted by the L. O. O. F., officiating. A devoted wife mourns his loss.

Eckman.

Brother J. W. Eckman, of Division 212, was recently called upon to endure the gravest affliction that can come into the life of man, his wife being taken from him by death on the morning of the 28th ult. The death occurred at their new home in Gillett, Colo., and followed a severe surgical operation, from the effects of which Mrs. Eckman never rallied. The news of her death will bring sorrow to many outside the more immediate relatives and friends, and all will join in extending condolence to the bereaved husband and son. The remains were taken to the old home in Meridian, Miss., for burial.

Piper.

Mrs. Bettie, wife of Brother E. E. Piper, of Division 151, was taken from him by death on June 25, last. At a subsequent meeting of the Division suitable resolutions were adopted and forwarded to the heart-broken husband.

Hendrick.

It is with feelings of deep sorrow that the members of Toronto Division No. 17 have to record the death of their worthy Brother, H. P. Hendrick, which occurred at his late residence in Toronto on June 11, 1896, after a few days' illness. To the bereaved family the members of Division 17 extend their deepest sympathy in their sad affliction, and trust that the Great Conductor of the universe will sustain them in their sorrow. Brother Hendrick was one of the oldest conductors on the road, he had been in the service of the Northern and Grand Trunk railways since 1853, and was universally respected and esteemed.

Salisbury.

At the last meeting of Division 325 resolutions were adopted conveying to Brother W. O. Salisbury and family the sympathies of all the members in the death of his oldest son, Harry, who was killed by that deplorable accident, the blowing up of an engine, at Lower Crossing, Utah, May 27, 1896. We pray that hope and strength may be given to father and mother to bear up under their heavy burden, and that time will bring solace for their sorrow.

Conroy.

At a recent meeting of Division 153, resolutions were adopted expressing the sorrow of the members at the death of Brother Jas. Conroy and conveying their sincere sympathy to the bereaved wife and child.

Collins.

Brother R. Collins, of Division 167, was called to his final reward May 27 last, the immediate cause of his death being heart failure. Deceased was one of the most faithful members of his Division, and his Brothers all feel that in him they have lost one whose place it will be difficult to fill.

Towsley.

Brother Willis H. Towsley, of Division 225, died at Binghamton, N. Y., on Thursday, June 4, of typhoid fever. The remains were interred at Hornellsville, N. Y., where the funeral was held on the following Sunday, being largely attended by members of the Order and other friends. A wife and child are left to mourn his loss. The Division loses one of its most worthy members, and his employers a highly valued employee. Suitable resolutions of respect and condolence were adopted by the Division at the following meeting.

Woollen.

At a regular meeting, held June 6, 1896, resolutions of condolence were adopted by Duluth Division No. 336 expressing the sorrow of the members and extending their sympathies to Brother Geo. L. Woollen on the death of his two little children.



A. B. GARRETSON,
Grand Senior Conductor

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CONTRIBUTED.

THE BANKING FUNCTION.

BY W. P. BORLAND

No person who has studied the workings of our commercial system will deny the great utility of banks and the importance of the banking function to the ordinary and legitimate operations of trade, but there is a well formed suspicion in the minds of a rapidly increasing number of people that the banks, through their control of the people's facilities for doing business, have become a serious menace to the welfare and prosperity of the various producing classes which are so intimately bound together by the ties of commerce, and have also come to threaten the perpetuity of free institutions in this republic; that, in short, the banking function has been prostituted and turned to ends which no longer represent the interests of commerce as a whole, but merely the private interests of a class of wealth worshipers whose only purpose is to prey upon the wealth producers and exact tribute from them, and who openly declare their intention to use the power which they hold for the sole benefit of this class, even to the extent of subverting the government of the republic if it becomes necessary.

The development of the banking function furnishes one of the exceedingly numerous instances of the vice of authority; having to do with a matter of vast importance and of prime necessity to the welfare of the whole people, it has been monopolized and manipulated for the benefit of a class, and is used to enslave instead of to serve. The demand is for a banking system which shall function for the benefit of commerce as a whole.

for all the people; which shall distribute its favors impartially and cease to be the private instrument of power for the aggrandizement of a class.

The prostitution of the banking function consists in manipulation of the various credit devices for doing business and transacting commercial exchanges, so as to divert the benefits of such exchanges from the actual exchangers; or even to block exchange entirely instead of facilitating it. Let the reader peruse some standard work on banking—Colwell's "Ways and Means of Payment," for instance—if he wishes a proper insight into the matter of bank credits and the manner in which they are manipulated to the detriment of the people.

I am accused of a confusion of ideas in the matter of bank credits, and of making improper distinctions between interest-bearing and non-interest-bearing paper; or, rather, of indiscriminate classification in the matter of the two sorts of paper, and this confusion is said to be "fatal" to all the rest of my argument concerning the Labor Exchange. I deny that I am laboring under any confusion of ideas concerning bank credits; I repeat that, the amount of bank paper that performs exchanges without rendering its tribute of interest to the banker forms so insignificant a portion of the amount which is said to perform ninety five per cent of the exchanges of the country that it may be safely left out of account in any statement of general results; and I aver that, even if I were guilty of a confusion of

ideas with respect to bank credits, such confusion would not affect my argument in favor of the Labor Exchange in the slightest, because it would detract nothing from the importance to actual producers of keeping the function of banking entirely within their own control.

Mr. Shriver says: "The paper which bears interest is one form or another of promissory note; and these are never the means of transferring title, but only agreements to transfer title at some future time. The documents which do transfer title * * * are usually in the form known as checks * * * The issuance of checks is limited in number only by the depositor's will, and in amount by the amount of wealth which he has acquired, or which perhaps is only passing through his hands."

Aside from the statement that the issuance of checks is wholly a matter of the depositor's will—which I contend is not true—I shall certainly not deny that the above is a statement of facts; but what about it? What light is thrown on the controverted point by the above statement of facts? I am taken to task for asserting that the business paper which forms so large a percentage of our medium of exchange is absolutely under the control of the bankers, and is all interest-bearing paper, and for the purpose of refutation Mr. Shriver enters into a mere pedagogic statement of facts which are entirely familiar to all who know anything about the banking function, but which shed no light whatever on the question of interest.

The plain inference from Mr. Shriver's language is that, because the paper which functions immediately between exchangers is in the form of checks—a form of paper which is ostensibly non-interest-bearing—the exchanges are, therefore, not burdened with interest charges for the benefit of the banker; but perhaps when we get *all* the facts of the case we shall discover that the inference is a wrong one.

We are told that, "the great thing for a right understanding of this, is to clearly separate in one's mind the banking function of deposit from that of discount." As a general statement for the benefit of one who is seeking to obtain knowledge of the technical details of banking this advice is good, but so far as the point in controversy between Mr. Shriver and myself is concerned "the great thing" for Mr. Shriver to do is to clearly recognize the *relation* that exists between the banking function of discount and that of deposit and the extent to which they are dependent upon each other.

It is quite true that the paper which bears interest is one form or another of time note, or

promissory note, and that the paper which goes to make up the stated percentage of commercial exchanges is usually in the form of checks and drafts; but this statement throws no light whatever on the controverted point between us. It is necessary to trace these checks to their origin in order to determine whether or not they are burdened with interest charges.

Aside from the issue of notes, which, by reason of the existence of an arbitrary and thoroughly unconstitutional prohibitive tax on the issues of state banks, is the exclusive prerogative of the national banks, the profits of the banking system are derived from loans and discounts. These loans and discounts, under the present system, are the life-blood of commerce. It is upon these that exchangers depend for their means of making exchanges in the broad field of commerce, and, aside from the note issues, which may be considered as a part of general banking capital, the volume of loans and discounts is primarily dependent on the volume of deposits; that is to say, the deposits constitute the fund from which the principal volume of business loans is drawn. The few exceptional instances of banks which do an exclusively discount business, depending on their note issues and general banking capital for their discount fund, do not affect the truth of the general statement. The statement is true as to business as a whole, and one who will take the trouble to examine a series of bank statements referring to a period of ordinary commercial activity cannot fail to note the almost constant ratio that is maintained between the volume of discounts and that of deposits.

And it may be remarked that the purely discount banks cater exclusively to certain specialized developments of commerce, and are to be found only in great money and speculative centers like New York, Boston, Chicago, etc. Such a bank would be an anomaly in an ordinary business and industrial community.

Let us take a brief glance at the matter of bank deposits:

In order to obtain a safe place for keeping their money, and facility in paying it out, merchants and others loan it to the banks; in other words, they deposit their money there. They do this with the distinct understanding that the banks are at liberty to, and will, use this money in the course of their speculations, that is to say, they will loan it to others on interest; and for the loan of this money to the banks the depositors have no security whatever. They must operate wholly on faith—"confidence," as it is termed. If the banker allows the depositor a nominal interest for the use of the loan, it amounts to an added

stimulus to take risks with the money in order to realize a profit. Take, for illustration, the amount of deposits in the different state, savings, private and national banks throughout the country in April, 1893, as estimated by the *Bankers' Magazine*. The estimate foots up a total of 4,676 millions of dollars. What does this mean? It means that the people have voluntarily placed this vast sum of money in the hands of the bankers, with full permission for the bankers to use it in whatever speculations they please, and such combinations as they please, for the profit of the bankers; and they have done this without exacting a dollar of security! What other line of business anywhere in the world is there in which men can borrow without security, often many times over the amount of money which represents their own capital invested in their business, as bankers can in deposits? Here is a vast fund for the bankers to operate with, and it will probably be within the mark to say that they pay for the use of it as much as 75 millions annually. That is merely a guess, but it will answer the purpose. There is no way to determine the amount of interest which bankers pay for the use of deposits. Many pay no interest at all; others pay as high as four per cent on savings deposits, but none on commercial deposits; each bank has its own rule in the matter, but it is certainly a long ways within the mark to say that the use of their deposits costs the bankers 75 millions yearly. The bankers must, of course, recover this sum, as also loss of interest on their reserve funds, from their customers to whom they furnish the facilities for doing business. They must, at least, do so much before they can begin to look for any profit for themselves. Now, we will suppose a man deposits ten thousand dollars in a bank. Suppose it is a savings deposit, and after a certain period, generally three months, the banker pays three per cent for the use of it. He thus incurs an obligation amounting to three hundred dollars annually, and that ten thousand dollar deposit must repay that obligation, together with as much more as the banker can exact in the way of profit, before it can function in the channels of exchange. Thus, this deposit is burdened with interest charges the moment it enters the bank, and every check that is issued against it is interest-bearing paper. No matter who pays this interest or who receives it; it constitutes a burden on business as a whole, and is a tax on the right of exchange which exchangers must pay to the bankers. How does this deposit function as exchange medium?

I am a manufacturer. I sell a bill of goods to the amount of ten thousand dollars to a merchant,

on ninety days' time, accepting the merchant's paper therefor. I can hold this paper in my own possession, and thus realize its par value at maturity, or I can deposit it in bank and realize its face when it falls due, less a merely nominal bank charge for the trouble of collecting. Ordinarily, I will bank the paper and wait for the fullness of time to enable me to realize on it. But circumstances are such that I am unable to do that. Circumstances force me to realize on that paper before maturity. I have obligations of my own to meet, and I find that my bank balance is not large enough to carry me through to the maturity of the paper. Say I have a pay-roll to make up at a stated time, which makes it necessary for me to realize on this paper in order to procure cash. I, therefore, present the paper for discount, and the banker accommodates me at a six per cent rate. He merely makes an entry in his books transferring nine thousand four hundred dollars to my bank balance, and thereby becomes, instead of me, the merchant's creditor to the amount of ten thousand dollars. I thus acquire a fund of nine thousand four hundred dollars to meet the necessities of my business, and I at once proceed to check against it. Do those checks bear interest, or do they not? And what relation exists between this banker's function as a discount of bills and his function as a receiver of deposits? The paper runs to maturity and the banker collects its par value, and immediately uses the fund thus acquired to discount other paper on the same terms. He thus obtains six hundred dollars for the use of, not ten thousand, but nine thousand four hundred dollars, for a period of three months. Over 25 per cent a year for the use of money, and interest always collected in advance! No wonder bank stock is always away above par. No wonder that stock of such institutions as the Chemical Bank of New York, par value one hundred dollars per share, has a market value of considerably more than four thousand dollars per share, and mighty little of it for sale even at that price. No wonder that the banking institutions of the country have continued to pay big dividends to their stockholders, besides carrying large sums to their surplus funds, right through the present panic, when the legitimate business interests of the nation have been trembling on the ragged edge of bankruptcy and despair.

Now, it will be noted that, my ability to check is not dependent on my will, nor on the amount of wealth which I may have acquired; it is dependent almost wholly on the banker's will in the matter of discounting my paper. If he refuses to discount I cannot add to my bank balance, and am thus denied the right to issue checks against

the wealth which I have acquired, or which may be passing through my hands. I must then contract my business operations, sacrifice a portion of my property at forced sale and for ruinous prices to meet my pressing engagements, or perhaps go "on the street" and borrow money at rates of interest which mean practical bankruptcy; and in the end, after a deal of mental worry and anxiety, I shall be exceedingly fortunate if I succeed in escaping bankruptcy. Another point: When I accept the merchant's paper in exchange for my goods, I do so with full knowledge of the fact that I shall doubtless be compelled to discount the paper, and this knowledge influences me to figure those discount charges into the price of the goods; in other words, I figure the current rate of interest on the amount of capital represented by the price of the goods, and am prepared to give the merchant a discount of that amount from the quoted price in consideration of cash payment. This rule is practically universal in business; one can always get 'six off for cash' in most lines of trade. Even where the business man operates wholly on his own capital the vice of the credit system appears in the fact that he figures interest on all of his transactions, precisely as though he were operating on borrowed capital. Hence, consumers are compelled to pay extra this gigantic usury charge on the whole volume of business capital—a clear case of robbery.

The evidence is overwhelming that, through their control of business discounts the bankers are able to make or break such business men as they choose. I venture the assertion that fully ninety per cent of the business men in this nation would, if they told the truth about the matter, be forced to admit that they are wholly in the power of the banks—that the banks might easily bankrupt them any time they saw fit to put on the screws, by withholding favors in the shape of discounts. This power has been demonstrated over and over again. And it is a power which is used, not only for the purpose of controlling the course of exchange, but even to the grossly tyrannical extent of controlling the votes and opinions of business men and legislators, by extending favors only to known friends of the banking interests, and withholding favors from those who refuse to dance to the banker's music. Even now the press dispatches tell us of bankers in different parts of the country who are coercing the opinions of such of their customers as are pronounced in their free silver views, by flatly refusing to accord them the same facilities for doing business as they accord to their so-called sound money customers. And they make no

for their favoritism; they are boldly and defiantly tyrannical in the use of power which they have usurped. And the Wall Street bankers, through their mouthpiece, Henry Clews, have quite recently told us that if the people's representatives in congress dare to obey the commands of their constituents to the extent of enacting legislation not approved by Wall street, the power of Wall street will be promptly used to visit ruin and disaster on the business interests of the nation. This is a strange position for a nominally free people to find themselves in, is it not? And this threat is no idle one, as the following quotations from leading New York newspapers, referring to a matter of quite recent history, will show.

New York Sun, April 27, 1893:

"President Cleveland's advisers have told him that the only way to induce the western and southern congressmen and senators to consent to a repeal of the Sherman law is to demonstrate to their constituents that they are losing every day this law remains in effect. The work in that direction has been started by a number of bankers in the solid communities of the east. They are daily refusing credits to the south, southwest and west. The Chicago banks, it is said, are carrying out the same line of policy."

The extent to which this damnable conspiracy against the liberties of the people was carried out is a matter concerning which we have all had sad experience.

New York World, Oct. 3, 1893:

"If there is anybody who has sincerely believed that what we need for prosperity is more money, the present situation should undeceive him. There is a real gorge of money now in the banks. The surplus reserve was swelled during the last week to \$28,481,800, the total reserve being \$128,677,700. In the meanwhile business remains stagnant, and the banks are still more than reluctant to lend their surplus holdings upon time paper, the only lending that brings relief to merchants, manufacturers and other employers of men. So long as any shadow of uncertainty remains as to the repeal of the silver law, the holders of money prefer to keep it unprofitably idle rather than put it out in doubt as to the kind of dollars they are to receive in return for it."

It is here plainly admitted—what every business man knows to be a fact—that the immediate cause of the panic of '93 was the refusal of the bankers to discount paper as freely as the exigencies of business demanded, thus locking up in bank vaults the circulating medium of commerce and denying to many wealth owners the right to check against it.

The city of New York is the financial centre of

the country. If the banks in that city keep up their lines of discount so as to supply the business community with money, the banks in all other parts of the country will do likewise; they will also discount freely and thus supply the people in their neighborhoods. Of course, there must be, at times, balances, greater or less, against one part of the country in favor of another, but these will be easily adjusted, and business will go on smoothly as long as the banks keep up their discounts. But when merchants are unable to get their notes discounted at bank they are driven into Wall street and compelled to borrow at exorbitant rates of interest in order to meet their payments, thus rapidly increasing their indebtedness and rendering it inevitable that a very large proportion of them should be forced into bankruptcy. And they must pledge double, treble and quadruple securities in order to obtain money at all. Thus, by curtailing their discounts so that money is not to be had to meet mercantile engagements, the banks remove the foundation upon which the contracts were based; and the merchants can no more stand up under such an event than a house can stand supported by the air, if the foundation be removed from under it. Money is the only thing recognized by law as a tender, and all the property of debtors becomes mere collateral security for the payment of money for their obligations. Hence, the wealth of the nation seems to be concentrated in the money, and the bankers control it through their control of the circulation of money on discount.

Another serious evil, which is a necessary incident of our present system of bank credits is indicated by the following quotations from Bolles' "Financial History of the United States," a work of great merit, by a man who is himself a banker:

"The reserves which the banks outside of New York City were required to keep were sent in large amounts, though irregularly, to New York. The banks in New York, having no legitimate way for employing the money at such times, and threatened with loss of interest which they had promised to pay thereon, loaned it to stockbrokers. A bank would not have paid interest on 'country balances,' as they were called, if they could not be used, and the banks would not have dared to loan a considerable portion of them on time. *All loans on call were to speculators.* No merchant or manufacturer would borrow in that way. This striking fact, therefore, appears—while the banking law wisely provided for the maintenance of an adequate reserve, a very large portion of it was actually used by New York speculators. Though this fact was well known

and caused much comment, no legislation was attempted."

This money furnished for speculative purposes is loaned at a much lower rate of interest than is charged merchants and those engaged in legitimate business enterprises. Call loans are always quoted at rates not more than one-third or one-fourth as high as the rates for loans on prime commercial paper. An average of at least \$100,000,000 is constantly filtered into the banks of New York, and through them into the hands of the gamblers of Wall street, to be used at merely nominal rates of interest in cornering the markets, raising and depressing the prices of products, and making wreck and ruin of honest enterprise. If for no other reason than the discrimination it makes in favor of the thieves and blacklegs of the stock exchange, our system of bank credits is subject to condemnation. Bolles relates the following incident:

"A pet firm of brokers who went down in the crash of 1873, were found to be in debt nearly \$15,000,000. That firm had reorganized only a month or two before with a capital of one or two hundred thousand dollars; but it was able to borrow of banks and others, on stock held only for speculation, about \$14,000,000. At the same time, a commercial firm of long standing, and having more than half a million of capital, applied to one of the largest national banks for a discount of \$24,000 of business paper, having less than thirty days to run, and was politely put off with one-half the amount. The broker for gamblers got \$14,000,000. The merchant for honest business got \$12,000, or less than a thousand for a million."

I might fill a good sized volume with quotations of this character. I will produce one more from Bolles, relating to the panic of 1873:

"The event (panic of 1873) was largely attributed to the intimate relations existing between the banks of New York City and the members of the Stock Exchange, whereby the currency was suddenly contracted or 'locked up,' in the language of the day, and brokers were preferred to merchants, by the banks, as borrowers of money. One of these 'lock-ups' had been a matter of congressional investigation in 1872. A director of the Tenth National Bank of New York was a special partner in three firms, with whom he left his money to be loaned. On a day specified, he directed them to call in his money, which they did. In the afternoon he went to his bank with the checks received from the three firms amounting to \$4,100,000. He requested the president to put them through the clearing house the next morning. This was done. The money was paid;

but instead of putting it into the bank on deposit, he carried it away. The whole transaction was simply an arrangement by which it withdrew over \$4,000,000 of legal tender notes from circulation for a director of the concern, whose avowed object in having it done, as he himself testified before the investigating committee, 'was to cause a stringency in the money market for the purpose of bringing about a decline in the price of stocks,' of which he was 'short.' It affected not only the banks and the business community of the city of New York, but that city being the principal centre of the monetary operations of the whole country, the stringency produced there in the money market extended to other cities, and affected, more or less injuriously, every branch of business requiring the use of money throughout the country. These operations were repeated more than once, and were strongly condemned in every quarter outside of Wall street."

Can the reader perceive any relation here between the banking function of discount and that of deposit?

Now, there is not the slightest reason why the ten thousand dollar transaction between the merchant and myself should not be absolutely a cash transaction. There is no reason why I should be compelled to accept ninety day paper for my goods, thus saddling consumers with an interest charge that is not a legitimate part of cost of production. There is no reason why the merchant should not pay me in paper that will circulate immediately in the channels of exchange, without recourse to the discount function of the bank, at the time he receives the goods. If the merchant's credit is good enough to float ten thousand dollars' worth of paper, payable in legal tender money at the expiration of ninety days, and which a banker will accept in exchange for such money, at an agreed upon rate of discount, before its maturity, then that merchant's credit is good enough to become the basis of issue of ten thousand dollars' worth of paper which will settle all accounts between him and me on the spot, and which I can use for all the purposes of my business just as effectually as I use the nine thousand, four hundred dollars which I borrow from the banker at a cost of six hundred dollars. The merchant should have the right to monetize his credit so as to procure paper which will circulate directly in the channels of exchange, at the actual cost of

issue of such paper, to the full extent that he can secure such paper by the pledge of actual wealth; and all business men should have this same right. That is the idea which is at the bottom of the Labor Exchange. That is the monetary condition that I regard as ideal, and it is decidedly *not* the existing condition.

There are two ways in which this ideal condition may be brought about. The first is, let the government demonetize both gold and silver and thus force these commodities to find their true value in the market, the same as all other commodities. Then, let the government abolish all banking privileges and assume its long neglected function of issuing all money used by the people; the issue to be effected, so far as the general business community is concerned, through a system of government banks which will, freely and without discrimination, loan government notes to whoever has ample security to put up for the loan, such loan to bear only a rate of interest which will suffice to meet actual cost of service to the people; notes to be cancelled, and security released, upon their return to the place of issue, and no new notes to be issued except on further pledge of ample security.

The second plan is for the business men themselves to establish a system of mutual, or co-operative banks, entirely dissociated from the government, which will issue notes, upon approved security, at cost. Such notes to circulate by voluntary agreement among the members of the association, and to depend for their value wholly on the value of the security which is behind them. No notes to be issued except on approved security, and each note to be cancelled and retired from circulation the moment it returns to the point of issue in payment for service rendered or in redemption of security pledged.

This latter system, which is on the basis of the Labor Exchange, I am inclined to favor more largely than the former, because it is impossible for it to become dominated by pernicious governmental and political influences.

I should say decidedly that, producers will make much better headway in creating new machinery than they will in longer keeping up the vain attempt to capture the old machinery, with the expectation that they can make it work in their interests.



PROGRESS INCH BY INCH.

BY JOSE GROS

Here we are, face to face with a political campaign which is to decide the destiny of our nation for the next four years, with its inevitable connections for many following ones, since the blunders of today are always more or less responsible for the sins of tomorrow. And each one of us is trying hard to learn, from his favorite papers, what we should do to suppress our many civil, political and industrial evils. Do we get any light anywhere on the subject?

We have at least five hundred powerful dailies, weeklies and monthlies in our one hundred principal cities. They have, or can have, the services of the ten thousand most intelligent minds in the nation. That has been one of the peculiarities of modern civilization for over two centuries. The press has had the opportunity of forming public opinion, or, rather, the opinion of all the influential classes, the very ones who have time to think, or could make time, if they saw fit. The classes in question are, and have always been, in close communion with our powerful papers in our great centers of commerce. They could get all truth from them if they called for it. But, apparently, they have seldom called very loud for it, and so they seldom get it. That does not justify the press. It simply divides the responsibility, for all social evils, between the press and the educated classes who patronize it, not only as subscribers, but also in the great element of business advertisements.

One of the oldest and most important monthlies in the nation has recently acknowledged the following well known truth: "No nation ever had such a quantity of writing offered to the press, and so small a proportion worthy of being printed. And what we need is not writers, but discriminating readers. The demand is for quantity, not for quality." Don't you see how deep the cause of all our evils is? Our education is large in quantity and poor, very poor, in quality. And remember that the monthly which stated that truth is but a light literature monthly, with no inclination to ever deal on any fundamental problem of life unless it is in a light form, so that not to hurt the delicate feelings of the choice ladies and gentlemen who form its audience, and pay their money, not for the purpose of being reminded of their duties, but for that of being as lenient as possible with their objectionable aspirations.

Now, we should mention something very sublime from one of the oldest and most important

dailies, the pet of the cream of the nation for over forty years. The editor's conscience was somewhat troubled about those men who refuse to glorify our own civilization, and pretend it could be vastly improved through this or that process. Such men are dreamers, of course. The editor disposed of them as follows: "In the meanwhile the world moves slowly along the spiral path of progress, never solving its problems offhand, by some patent reform, as the dreamers desire, but inch by inch, discarding the old, worn out ideas, and assimilating the new ones, so that both the old and the new appear to be always one integral whole." These grand thoughts have been the meat and drink of the fossils of each generation ever since our first parents repudiated that patent reform formulated by the Creator, that mighty dreamer, about our not fussing with the tree of good and evil! And, like our first parents, we don't care about any such patent reform; but wish to keep on, mixing good and evil, progressing inch by inch, so that to make sure that we are never good enough for much of anything.

And what about that spiral path of progress, forever rising from somewhere to somewhere else? Notice that the spiral line travels forever outside of somewhere, outside the center of a cylinder, that is, away from all central truth. We then have the advantage that no central, basic truth ever interferes with our own selfish progress. It is thus that we can keep marching on, from iniquity into iniquity, from blunder into blunder, from sin into sin. That spiral path of progress is what is constantly converting civilization into a mass of nonsense, into a vortex of human infatuations. No wonder that, with all our assimilation of new ideas and elimination of the old, worn out ones, that progress of ours appears to be always one integral whole, as our fine daily paper has said, or, rather, the same old humbug. The idea that truth and error, right and wrong, white and black, should always look about the same!

Notice, now, that the gorgeous spiral path of progress, in the carnival of which we have now been carousing for sixty centuries, more or less, is just like the winding path of the serpent, forever avoiding the straight line, the line of truth. And that is just what we are yet advised to do, by the men of high degree, who have always controlled civilization, so that to keep on rising, or dropping, we don't know which. There is no

such a thing as rising or dropping, in the infinitudes of time and space. And, in reference to the moral order, there are but two lines of march for us to follow, such as the winding, serpent-like one, forever afraid of truth, the one adopted by the wisdom of men, with their spiral, selfish aspirations, and the straight, central line, the shortest, along all fundamental truth. It is the latter line which we have always done our best to run away from. It is just that line which today, as much as ever, we are advised not to follow. And the advice does not come from the ignorant classes, either. It comes from all the upper social ranks!

It is the old story, forever old and forever new. All healthy aspirations come from the lower ranks of society, and so all tendencies towards truth immortal. They may not always be expressed in correct forms. How can they, when we, towards the top, endeavor to muddle our minds in order to more easily perplex all the perceptions of the classes below? Our political developments are just now illustrating that fact in forms the most picturesquely ludicrous. One of them can be found in what the nominee of one important party has said. He refers to the government problems we have been trying to solve in the last twenty-five years, and which he proposes to keep solving through the same old processes that have so miserably failed us. And the processes are taxation and money systems, based on the most unjust and monopolistic principles that the human mind has ever devised. And it is with such injustice that we must continue trying to make our nation happy and prosperous, and so on!

Imagine a doctor in medicine who says: "I have tried to cure the disease of such a man through such and such a remedy for the last twenty five years, and have failed; but I propose to cure him now, not by any new remedy or plan, but by doing just what I have done all along, during the twenty five years of my dismal failure. What would we say of such a doctor? We would say that he is crazy and unfit to practice medicine. Why should we not apply the same reasoning to politicians? We shall let our readers answer that question to their own satisfaction.

Again we are told that "We must try to keep on the high standards of our civilization." Well, in 1860 we had at the utmost sixty men worth the equivalent of \$1,000,000 today, and so one plain millionaire to every 100,000 family groups in the nation. In 1896 we have over 10,000 men worth from \$1,000,000 to over \$100,000,000, and so one millionaire, or multi-millionaire to 1,400 family groups. In 1860 we had plenty of poverty and degradation. Modern nations have never yet failed to be well provided

with that. In 1896 our degradation and poverty is considerably greater than in 1860, or ever before, as proved by the intense discontent which was about unknown thirty-six years ago, as well as by the problem of the unemployed and many other ugly ones that we never had before. Our standard of civilization has not then been advancing, even inch by inch. It has gone backward at the rate of several yards per day.

The nominee says: "We should have a kind of money which, either in gold, silver or paper, is as good as any other in all the markets of the world." We all know that our foreigners shall do, in the future, what they have been doing in the past. They shall take our gold, when they want any money from us. That is all they will take, as long as silver does not rise in value up to the price of gold in relation to what we call the dollar. The bulk of our workers shall be glad enough to take any kind of money that our masters, the plutocrats, may see fit to give us, and we shall seldom have much of it, whether bad, good or indifferent. The nominee in question has to say what a given group of politicians want him to say, and so it shall be with all the other nominees:

Nothing succeeds like success. And we have succeeded, most admirably, in piling up the wealth produced by the many into the hands of the few, while leaving the rest in greater or less actual poverty, in relation to what we require of our workers because of our intensity in life, and also on account of the needs imposed upon us by our climatic conditions. That success of ours, by which injustice in wealth distribution is far greater than anywhere else, happens to be in open and flagrant opposition to our social philosophy, by which we assume that the function of our government is to develop the greatest prosperity among our working classes. Unfortunately we have attempted to accomplish that through processes which can only evolve prosperity among the few.

Although the processes in question have been intensified in the last twenty-five or thirty years, their general rule has prevailed during our whole national life. We refer to methods of taxation by which all burdens are made to fall on the plain workers in forms so hidden, so vile and perverse, as to evolve the most criminal favoritisms to schemers and large capitalists. To that we have added the usual monetary systems of all despotisms, highly aggravated by intensified privileges to groups of men, and by which the greatest monopolistic devices are invited and made extremely profitable to the few at the expense of the many from whom all wealth is to come, as an

ultimatum, natural and inevitable by the essence of things.

Have we discovered any of our economic blunders, under cover of which, and for a full century, we have enriched most gamblers far more rapidly than any other nation, while pretending that our object was to enrich the workers more fully than any other one? No. We have discovered nothing of the kind. We have simply noticed that, somehow or other, we develop more class hate, more unhappiness, more selfishness, than any modern nation. And what do we now propose? That same old American panacea—"Monopolistic, Class Protection." The only point of disagreement, and it is sectional (the south and west against the east) something very serious; the only disagreement is, monopolistic protection with chunks of gold, on the part of the east, and the same identical kind of protection with chunks of silver, on the part of west and south.

Oh! brethren in the east, south and west, our troubles come from the same crime of all nations, ancient or modern, heathen or christian. From the very inception of our national life we have, like every other nation, trampled upon the most cardinal right of men, that of—"Free access to all natural resources on principles of equal honesty," and like every other nation, we have perpetrated that crime through laws of privilege, through dishonest money and dishonest taxation.

Gold, silver, paper, all money is dishonest as long as we give it the privilege of—"Land Cornering," by which the few have always had the power to kick the rest out of God's patrimony to all men.

That crime makes civilization a war to the knife against the "Father in Heaven." Progress, under such a crime, is—"A Blasphemy" against the most fundamental law of God. All sound progress is then literally impossible, even that of—"Inch by Inch," about which we are constantly singing hosannas of glory, in order to cheat each other and feed our spirit of self glorification.

In the meanwhile, and as long as all industrial monopolies are allowed to remain, we, plutocrats of high or low degree, we, monopolists by wholesale or retail, we shall manage to control all kinds and forms of money, and will make it scarce enough among the plain workers, no matter how abundant it may be among ourselves toward the top. And, as in the past, so in the future, we shall be able to sing that old song: "*Let us eat and drink and be merry, that tomorrow we shall die*" To be sure, if we were really wise, instead of being really idiotic, we could eat and drink and be merry without any of the many sorrows which make life on earth a naked farce, even to those whom we call "*The Happy Ones*." There can be no happiness for anybody under human laws of "*Wholesale Robbery*."

TWIN BOTHERATION.

BY FRANK A. MYERS.

"Who are they?" asked Ed Burton of his twin brother Will. They turned to look after the two girls dressed exactly alike, as they passed on the street, in the throng.

"I'll bet you they are Heuse Herbert's girls," said Will, after he had looked after them. "I've heard of his twins that look so much alike they can't be told apart."

"Ain't they nice and modest looking," exclaimed Ed in a sincere tone. "Did you notice how well they dressed? Have you ever met them?"

"No. Look exactly alike."

The two girls passed on down the street, and they also wondered.

"Did you know them, 'Allie?'" asked Omie Herbert of her twin sister.

"No—not unless they are Ed and Will Burton."

"Who are they?"

"Twins."

Omie looked at Allie, a comic look of doubt opening her eyes. Omie had the habit of opening her eyes that way; when she wanted her sister to believe she was simply pretending to doubt. Then she said:

"Nice looking chaps—dress alike—look alike—can't tell them 'tother from which."

"Like we are." Allie laughed a merry, ringing laugh that showed the lightness of her heart.

"Wouldn't it be a go to catch them." The idea was amusing. She joined in the laugh with Allie. So many curious complications grew out of the idea at once. She saw the boys confused as to the right girl. Then she saw herself in doubt as to the right boy.

"Wouldn't it be a joke to fool them sometimes, if they were coming to see us?" observed Allie, tossing back her head in gleefulness at the idea.

"And be fooled half the time," remarked Omie, in frolicsome soberness. Allie put her finger to

her lips in youthful gaiety, and strutted forward a few steps like one in serious protest.

A few evenings after this, at a "social" given by the Ladies' Auxiliary, the two pairs of twins met and promenaded. To make a favorable impression, the two young men were more than ordinarily liberal with their purses, inviting the young ladies to partake of cake and ice cream and strawberries till they could eat no more. In fact, both had eaten so much, simply to please the twin brothers, that they were sick the next day. To tell the truth, as you by this time must guess, both sides had been seriously "impressed." Then the trouble began.

Will and Ed Burton were handsome looking fellows, aged about twenty two. They dressed exactly alike, looked alike, and where one went the other went. They had gone to this "social" on purpose to become acquainted with the girls about whom they had taken some pains in the meantime, to learn who they were. These boys were both clerks in the railroad shops in Evansville, and a future with something in it, seemed to open up before them. And they were smart enough to take advantage of the chances that were theirs. They never let a good opportunity go by.

And Omie and Allie were dear, sweet girls, the pride of their good mother and the glory of their loving father, and the admired of all. People said of them they looked so much alike, that they thought and acted alike. It was said that they sometimes in playfulness, fooled their father, as to which was which, and then enjoyed a hearty laugh at his expense. Certain it is, if they ever fooled him, he richly enjoyed the joke. They were eighteen years old, and in the very prime of youthful jollity and innocent trickery. Heuse Herbert, their good natured father, was a conductor on one of the railroads leading out of Evansville, and enjoyed the reputation of being one of the best fellows that ever handled a punch. His two girls had often been mistaken by neighbors and friends, the one for the other. Indeed, under the most favorable circumstances, it was difficult to distinguish them apart. Their parents knew them apart only by a slight difference in the sound of their voices. Omie's had a scarcely perceptible heavier note than Allie's.

Well, the wooing of the twin girls by the twin brothers went on smoothly enough at first. They came to know each other well, they believed. Will laid claim to Omie, as his sweetheart, and Ed to Allie.

But sometimes the boys made awkward mistakes and got hold of the wrong girl, much to the delight of the girls, who would laugh over it for a day. When brought to

gether the girls arranged it so no mistake occurred. The boys were well aware of the ticklish situation, and knew the girls to be just good enough to play practical jokes upon them.

But at length it was arranged by the boys that Ed should call on Allie Monday and Saturday evenings, and Will should call on Omie Wednesday and Sunday evenings. They believed this would, in a large degree, prevent the awkward mixings that sometimes happened. They did not always observe these "dates."

To make these awkward mistakes impossible Ed hit upon the idea of giving Allie a pair of earrings of a certain make that could not be easily duplicated. Not to be outdone in generosity, Will presented Omie with a handsome breastpin. In their opinion the whole difficulty was now completely obviated.

The next evening both called on the girls, feeling perfectly secure, of course. Ed went into the front parlor to await the coming of Allie with the elegant earrings. By that token he would surely know her. Will waited in the hall for the handsome brooch that Allie wore.

In a spirit of irrepressible jollity, the twins exchanged the gifts, and Omie wore the earpops and Allie the pin. When Omie entered the parlor Ed saw the sign of identification in her ears, and confidently believed the girl was Allie. In the hall, Allie, with the pin at her white throat, met Will, and he naturally mistook her for Omie.

In the course of the evening Ed, with burning words born of true love, "popped" the momentous question. In the unexpected predicament, Omie hesitated and quibbled a little. Believing her hesitation due to the surprise at the all important question, Ed urged his cause with all the fervor and eloquence he possessed.

"O, Allie, you know not how much my future hangs upon your favorable answer," urged Ed, in most earnest manner. Omie looked down at the carpet, confused, scarcely knowing whether to explain and render the circumstance more difficult, or to carry out the deceptive situation to the last. It was a difficult problem to solve. Ed urged still more. The cause for which he was pleading was worthy of his noblest words. At last, in behalf of her sister, Omie whispered that she would marry him.

Meantime, Will proposed to Allie, the wrong girl again. She passed through the same struggling doubt that Omie did. But when urged for an answer, her timid response made him infinitely happy. Both boys left in the greatest state of unalloyed happiness, and on the way home each confessed he had proposed and been accepted, and then each congratulated the other—twins accepted

by twins on the same evening. It was indeed romantic in the greatest degree.

Before Omie retired she confessed all to Allie. She said:

"I tell you, Allie, it put me in the closest place I was ever in. I didn't know what to do at first. And then he urged the question—yes or no. But he didn't know all. And so at last I accepted him, knowing how well you love him."

A sort of perverse spirit, unusual to the sweet natured Allie, possessed her, and with an air of anger, she declared:

"I will not have him, and that is all there is of it."

And then she whipped out of the room like a girl unreasonably angry. Omie never saw her act that way before in her life. Feeling blamable, and realizing the mighty awkwardness that must follow an explanation to Ed, and what a sad plight it must leave her in his mind, she fell back into a chair and sobbed bitter tears. The joke had turned out to be a very ugly and depressing affair. And then what an enemy it must make of Ed—and perhaps of Will, too. Will would not, for his brother's sake, forgive her. He must forever hold her in deprecation. She had lost all in one evening, by a silly jest in action. She had also lost her sister's best feeling. It was enough to make her weep. All the night through she scarcely slept a moment, and her pillow became wet with bitter tears.

Before she arose the next morning Allie had taken the early train to go to Vincennes to visit some friends whom she had long promised to visit. They were young ladies of her own age and experience. Before she left she pushed open softly the door of Omie's room. It had been left partly ajar. She found Omie had fallen into a disturbed and murmuring sleep. Not a word of what the restless girl was saying could be distinguished.

"Poor girl!" thought Allie, as she stooped over and gently kissed her knit brow, and then passed softly out, leaving the girl to her snatch of rest. She would not arouse her from the momentary repose she knew Omie so much needed. A pain of half repentance pierced Allie as she gently pulled the door after her.

In less than two hours the horrible news was brought that the train on which Allie had gone, had been badly wrecked and many killed. It had jumped the track at the frog of a switch and plunged into some box-cars on the sidetrack, utterly demoralizing the engine and smashing up two of the coaches and ruining the other two. Word came next that the dead and wounded were being brought back to the city in a special train.

Wild with excitement Omie and her mother

hurried to the depot to see about Allie. Heuse Herbert, the devoted father, had gone out on his train that morning as usual. No one knows an hour ahead what is coming.

Ed and Will were also at the depot to learn the particulars of the catastrophe. It was said to be the most horrible wreck that had happened on the road for many years.

Hearing that Allie had been killed in a shocking manner, Ed went around like a demented person. Omie wrung her hands in mortal anguish and clung to her mother. Both mother and daughter were in inconsolable tears. It seemed that Omie would weep her eyes out. What could they do! Allie mangled and dead!

Omie had forgotten the "trick" of the previous evening in the face of this greater calamity. She did not even know then that Will considered she was his wife elect. This secret Allie had not told her.

The special train bearing the dead and wounded arrived. Yes, there was Allie—dead! There was no mistaking the identification. The torn and bloody clothes were hers. But Omie's breast-pin was strangely missing from her now pulseless white throat. But her clothes were so torn that might easily have been lost.

Omie and her mother were inconsolable, distracted.

"O, my dear Allie," shrieked Omie, as they tenderly lifted her body upon a stretcher. The mother groaned in the throes of a mighty pain. She tried to repress her sorrow for Omie's sake. Ed's frame shook like a mighty tree in a storm. Will did his best to console all of them. In the midst of the awful calamity he seemed to be strong. The emergency demanded it of him.

To be brief with this painful scene, omitting in this report many things that were said and done, omitting to note the tears and sorrows of others over their precious dead, omitting the groans and agonies of the wounded and torn, omitting the excitement of the multitude that crowded round, and the hushed inquiries of the anxious spectators, omitting the kindness of the trainmen as they lifted off the dead and wounded, omitting the thousand and one other things that help to depict the distressing scene, it is needful only to say that the dead body of Allie was conveyed home, followed by the mother, Omie, the twin brothers and several other dear friends and near neighbors.

In about an hour after this a young lady walked hurriedly from the gate to the door. She was surprised to see so many people in the room and around the house. At that moment Omie chanced to go to the door, her face all wet with tears. She looked through her dimming drops at the young lady as she came up to the door, thinking it was

some friend come to see Allie. All at once Omie threw up her hands and shrieked in unearthly wildness. The cry was mingled with pain and surprise and joy.

"O, Allie!"

And she fell forward upon the young girl's neck, and would have fainted had she not been held up.

Then there was a general commotion within and without the house. The mother heard the shriek and she came hastily.

"O, Allie!" she cried, and also fell upon the young girl's neck. A soft cry went all around.

"Allie!"

The young girl held the mother and daughter like one completely bewildered. She did not quite understand. When the mother and Omie had sufficiently recovered from the great surprise, they led the young girl into the room where lay the dead, and lifting the white sheet from the face looked first at one and then the other, without a word. The young girl gazed steadfastly at the face of the dead an instant, and then said in great agitation:

"That's me!"

After a pause, she added:

"I understand now all this commotion here and these tears. I never thought to look on my own dead self. But you don't understand. Who is she?"

The sheet was lowered over the cold, white face, and they walked away and sat down upon a sofa.

Then Allie explained. She had been in the wreck, but had come out, as good luck would have it, unscathed. She had been brought back to the city on the second train. She had such a horror of coming on the first one with the dead and injured, that she could not, despite her eagerness to get home and report her safety.

There was joy in that family now. To be certain that Allie was not a spirit, Omie threw her arms around her and hugged and kissed her again. And the mother took Allie's hands and caressed them like a very dear thing. It was so good to know Allie was alive and well, and with them. What a lifting up to this heaven of joy!

But who was this double of Allie's? She bore such a striking resemblance. Everybody observed it, and the wonder was great.

In time it was found that she was a young lady from a small town in Kentucky, and had been on her way to Terre Haute, to visit friends. Her name was Bonnie Sites. Death had come at an unexpected moment, like a thing in the night, in her fresh young life.

Allie and Omie followed her to her grave in Kentucky, and shed genuine tears of sorrow over her.

The absence of the pin at the throat of the dead girl was explained by Allie's return alive from the wreck. Ed was rejoiced once more.

On their way home from the funeral, while the train was sweeping along through a country that is not yet improved to its best limit, Allie said abruptly to Omie:

"Omie, I did you a great wrong—very great. When you accepted Ed for me, I was only pretending in a joke, that I would not have him."

"You mean thing. I almost wish now you had been killed in the wreck," looking from eyes too overjoyed to conceal it. "You made me a miserable night."

"I saw it next morning when I kissed you before I left."

And thus she had to explain all that which the reader already knows.

The sisters were all in all to each other.

"If I had been killed before I explained—I tell you I'll never do such a mean trick again—never, Omie."

"There were tears in Omie's bright eyes as she looked out the window to conceal the fact. It is hard to tell why they had come. Allie knew they were there and were not unhappy tears, though she did not see them. The sweet confidence, the joy of being alive, the gladness that Allie was still living—all perhaps, entered into the flowing fountains of Omie's eyes. She laughed through the pearl drops, as she said:

"I think you ought to go out and let the engine run over you as a penance."

"I went through the fearful wreck, and that'll do for this time," smiled Allie. The sadness of the funeral was still in the parted lips and around the eyes that twinkled in doubt whether it were lawful to laugh so soon after a funeral.

"I couldn't imagine what had come over you to refuse Ed, because he chanced to pour out his best love in my ears."

"There's the meanness of it, Omie. I missed what was mine alone. You stole my sweetness and my secret before I had any real ownership in them—see?"

"Yes, but I did it as a favor."

"It was still a deceiving of Ed."

"But you agreed to it—for fun, you know," remarked Omie, defensively and deftly.

Allie did not say anything for several minutes. She seemed to be musing as she opened and shut her fan abstractedly, and gazed steadily out of the window, apparently at the shifting panorama, but in reality seeing nothing. Turning suddenly, she spoke:

"One thing yet I've not told. Hush now, till I tell you. It's the meanest thing of all."

Omie tried to put her hand over Allie's mouth to command and enforce silence, and in the scuffle both dropped their fans and disarranged their hats. After the mirthful melee, and after the hats had been put back again in position, Allie went on:

"Will proposed to me that same night."

Omie stared with something like a look of dismay, and uttered inquiringly—

"And?"

"And I accepted for you."

Then she struck Allie gleefully over the shoulder with her fan, to its utter ruin, and beat Allie's hat into a shape that will be the style in the next generation. Allie remonstrated in vain.

"And you accepted, did you? Well, now I tell you I'll not have him—that's all."

And she still laid on the blows that Allie could not parry. The contest drew the attention of the whole train. They didn't care.

"I understand that," replied Allie, "as the blows fell on her defensive, uplifted hands."

"You'll see."

"Of course I'll see."

"But I will—nit. I'm determined."

"Suppose I had refused—may be I did."

"You did not. So you stole my secret and my secret before I could get them. Deceived Will."

"You agreed to it. It was the pin he popped to, not me nor you—don't flatter yourself."

"Even, and let's play quits," cried Omie, at length, tiring of the playful blows which she had feebly renewed for a moment.

"I forgive you," said Allie, with grotesque face, just as if she meant Omie to think the wrong—if wrong it was—was all on Omie's part.

"I forgive you," cried Omie, laughingly repeating the comedy.

When they reached home they explained the whole matter to their mother. She laughed heartily over the unique situation of the sisters. And their father, when told, declared it had in it the seeds of a comedy-drama.

"It's a bit of twin botheration," he observed comically, "but nothing compared to what you will have, girls, when you can't tell your children from each other."

In time they were married at the altar and with a ring, at the same time and by the same preacher. Will and Ed were dressed alike, and so were Omie and Allie. No one knew which was which. The preacher got a little mixed and had to refer to his notes. People wondered whether each one got the one he or she wanted. The contracting parties were apparently satisfied, and that is all it is necessary to know.

According to previous arrangement, they drove

away from the church with horses that were twins and in buggies each the exact duplicate of the other. It was said the like was never seen before in the world.

Both Allie and Omie waved their handkerchiefs from the window of their berth as the train pulled out, starting them on their wedding journey. With glad tears in his eyes—perhaps the first that had assembled there since his mother gave him a last thrashing—Heuse Herbert waved his hand and said, choking back something in his throat:

"Let 'em go while they're young, and joy go with 'em. I was young once myself, and I know how it is."

"Don't mistake, my dears," cried Mrs. Herbert suggestively, half crying, half laughing.

"We won't," came back like a laughing echo.

"All's well that ends well."

On the way, Ed and Will, feeling assured the girls had somewhere played a practical joke on them that Mrs. Herbert was into the secret of, demanded an "instant explanation or there'd be the first twin quarrel—a sort of mixed botheration."

"I never before heard of any one marrying some one that had never asked them to marry," said Allie, as if but to Omie, pretending wholly to ignore the boys.

"Nor I," said Omie, entering quickly into the spirit of the jest. Ed caught on in a moment and retorted:

"Nor I." He winked at Will. Will tumbled.

"I think a girl is pretty bad off to marry, that'll do that," observed Will, in comic seriousness, just as if he did not understand. The two girls "tumbled to the racket," but bore out a front to the last that actually deceived the boys—if boys they can be called now.

"I don't think boys are much who will marry such girls," pursued Allie, paying not the slightest attention to their new husbands. Allie always avowed, as one of her cardinal beliefs, that men had as much curiosity as women, and were just as big gossips. She delighted to see the interest Ed and Will took in this matter.

"How dull they must be," remarked Omie, with the soberness of a saint.

"What stupid girls to agree to marry the wrong fellow," said Ed to Will.

"It was an only and last chance," said Will to Ed, ignoring the girls.

The girls carried on the conversation between themselves, yet overheard by the boys, just as the boys did.

And thus the girls explained what had almost come to be a sad error to them.

And thus, as they had carried on their courtship, they began their married life—in a rollicking jest.

OUR NEW YORK LETTER.

It is a hard task that confronts a would be philosophical observer attempting to hold up a mirror to local public opinion and happenings this month, without trespassing on the domain of national politics; for there is no general thought on any other subject and but few happenings of even a minor description. A great change has come over the spirit of our dreams since the Chicago cyclone appeared in view. That much sentiment has really changed, it would be rash to say, but there certainly has been a marvelous awakening to the existence of other sentiment than that to which we have been accustomed. All places and countries are provincial to, a greater or less degree, no doubt. New York is less so, perhaps, regarding the rest of the world than regarding the rest of the country. Up to the time the convention met, it is safe to say that a very small percentage of our citizens had any conception of the forces which were destined to control it. To the free silver agitation proper, we have been used to give but little thought except on the side of its commercial effect; but this movement, or its preceding counterparts, has had so many ebbs and flows during the present generation that we have come to look upon it as something without lasting political influence.

However right or wrong this view may have been, the immediate strength of free silver proper has, no doubt, been fairly enough appraised in the eastern mind; but, of the widespread tendency to take up the free silver cry, as a weapon with which to attack the existing condition of things—a tendency which has been seized upon openly as an excuse for their attitude by the few eastern newspapers, and the larger number of politicians, who have espoused the Chicago ticket, while frankly disclaiming any sympathy with the platform—our people, in general, had no idea. And, now that it has suddenly burst upon them, they are equally surprised to find that the silver cult itself, is not without adherents, even in the east. The number of these last is, no doubt, exaggerated, for the average man does not easily think differently from his environment, and it is not conceivable that there should have been any very great spread of silver sentiment in eastern communities without its attracting some attention hitherto; but there is enough of it to make considerable noise—mostly, however, through advocates who preach it, while declaring that they do not believe in it—to make the gold men feel for the moment, very much more at sea than they did a month ago.

And now we enter on a "campaign of education," in which it is safe to say that there will be very little real educating in either direction. That does not come in midst of a campaign, but rather insensibly in the periods between; and they deceive themselves who expect to see sudden reversals of opinion or even great awakenings of thought; though the registering of the vote may reveal currents of thought that up to now have been more or less hidden. For men in the mass do not think quickly; and swept with passion as our people sometimes seem to be, it is more often only the arousing into activity of a passion the groundwork of which already exists.

What we are more apt to see between now and November is the drawing closer of lines already formed, the crystalizing of prejudices deep rooted and the shedding of half-way opinions. One side of this, of course, will be seen in the silver sections, but it is only of the gold sections that I can here speak; and one effect already seen is the abandonment of theoretical bimetallism. The word itself is now scarcely heard amongst us, and almost universal recognition is given the fact that it is a battle of one standard against the other.

Looking at it from this point of view, the style of argument which appears only to prejudice, which "whoops it up" for its own side and vilifies the other, unworthy as it really is, is not, after all, so suicidal as on the surface it may seem. To an entirely disinterested observer, it would seem, for instance, that the manner in which Dana's *Sun* is conducted must be so hurtful to its own side as to be deliberately meant for that purpose, adding one more to the paper's many cases of treachery; that the concentrated sneer which makes up the pages of the *Times* and *Evening Post* could only serve to repel all adherents of their cause. Yet there is very good reason to think that such papers as these are really cementing their ranks, unreasonable as this would appear.

All such reflection as this, of course, deals with the mass of the voters, who, while allied to one party or the other, are in no sense politicians by profession. The democratic party managers and their aids of the east are beyond question in a quandary. With them, as with everyone who makes a business of a thing, the chief point is to please their patrons; and this is a difficult thing to do in the present situation.

All signs now point to a somewhat sullen acceptance of the ticket, if not the platform, by the regular organization in New York state,

mainly because Tammany Hall, the most influential part of the organization, finds itself in a position where it can better afford to offend a considerable part of its membership than relinquish its right to a place in the party column on the official ballot. As we vote now, under our form of the Australian system, each party has a separate column, headed with its special emblem, under which the names of local candidates must appear, as well as those belonging to the presidential ticket. And as this is a franchise continuing from year to year, and an important municipal contest will take place in 1897, Tammany is readier to risk what for it will be practical defeat in the national fight than to have its men placed in an "independent" list next year. Added to this is the desire of the newer element in Tammany to get in the saddle, which they hope to accomplish by pushing themselves forward at this time as representing a sentiment among their constituents in favor of staying in the ranks, no matter what banner may be flown by the army.

But while these ruinous forces are working to disintegrate the organized bolt of the east, and while there is undoubtedly a stronger sentiment than had been thought of in favor of the "vague protest" against plutocracy, it would be a mistake to suppose that the silver move proper has really swept this way, or that in the hurly burly of the campaign it is apt to do so. We are not all rich people in the east, by any manner of means. Life in our great cities is a harder, more bitter, more hopeless struggle than it is in sections less wealthy in the aggregate. Men who consider themselves, and are considered poor here, do, perhaps, have larger incomes than elsewhere, but they must meet larger expenditures; and while some of this represents the really greater comforts that men mutually provide for each other in

close association, much of it is only the toll paid for the privilege of occupying our more valuable land, and the difficulties in the way of securing the requisite income are far greater. Yet while we have as much as, or more, reason than our farming fellow citizens to protest against plutocracy, and while instinct, rather than logical thinking out of the question, has more to do with local opinion, the gold standard is very staunchly upheld, not only by the well to do, but also by those of the most moderate means. There is the instinctive feeling even among those whose investments are smallest, that a depreciation of the currency would mean for them smaller earnings; and that a disturbance of the confidence among investment-holders must cause a partial stoppage of the industrial activity which produces all earnings as well as what our socialistic friends call "fleecing." There has been, too, much bitterness of feeling against the assumed desire for repudiation, in whole or in part, of public and private debts; a feeling which comes not so much from the sense of being in the position of creditors, as from the traditional hatred of repudiation which is bound to grow up during generations of commercial life, teaching by experience that repudiation does not pay. But while this kind of prejudice is likely to be fostered by presidential electioneering, as prejudices usually are, it has already been much weakened at bottom, (though the weakening may not be felt even by those in whose minds it is being produced, until another year) by the discovery that there are other motives than repudiation back of the movement arrayed against them. And however we may feel as to the merits of the immediate question at issue, there may be thus seeds of better blood in what now seems on the surface such bitter discord.

EDW. J. SHRIVER.





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TOO MANY WORKMEN.

The Cleveland Record, commenting on the violence which accompanied the recent strikes in that city and at Berea, aptly says:

Strikes mean war. They involve, only in lesser degree, the horrors of war, and they can be excused or defended only as we may excuse or defend war.

For a strike does not consist merely in the withdrawal of men from their accustomed employment—a justifiable and peaceable act, whether done by one or many; necessarily it goes farther than that. To accomplish their purpose strikers must not only withdraw from their employment, but must also adopt measures to prevent other workmen from taking their abandoned places; and these measures, from the tantalizing cry of "scab" to the point of personal injuries, are warlike measures. They are necessary measures because the labor market is continually glutted with unemployed and under-employed men, who become the willing recruits of an employer whose workmen strike, and unless the strikers can deprive him of his recruits it is only a question of time when they must succumb, let their cause be never so just. * * *

Here is a fact that should put all hands upon inquiry—strikers, "scabs," employers, officials and all. If there were no "scabs" there would be no disturbing strikes. Dissatisfied workmen would simply go from the place they did not like to one that they liked; and employers would find it to their interest to treat common workmen with the same distinguished consideration that now they pay to those exceptional workmen who cannot be easily replaced. The remedy for strikes, then, is to get rid of "scabs." * * *

In the full and just meaning, however, of the demand that every man must be secured in his right to work, lies the solution of the labor problem: if that were done, we should have no "scabs" and consequently no strikes. Jobs would be hunting for men instead of men hunting for jobs.

But every man's right to work cannot be protected without abolishing the privileges which

some men, favored by the law, now enjoy of making opportunities for work abnormally scarce. Until we are ready to deal as summarily with these monopolists as with riotous strikers we cannot get rid of "scabs," and while we have "scabs" we shall have strikes. While we have strikes we have industrial war. And if we have industrial war we must expect it to grow in violence, as workmen wronged by the law become more and more embittered. If we insist upon the luxury of a rich, leisure class, we must bear with the dangers and the ravages of disinherited mobs.

From whence has all this surplus of workmen come? Not from the natural increase of Americans, but from the slums and cess pools of European countries, where the idea of the absolute inferiority of the working classes to the aristocracy is born and bred in them.

Beginning with the most menial and least skilled labor, these scarcely human beings who have been invited, allured and welcomed to our shores, under the promise and with the belief that their conditions would be much better than any they had ever known, have gradually, as their numbers increased, crowded the American laborer out of branch after branch of industry by the simple process of working for less pay than the American workman, accustomed and educated to the enjoyment of some of the comforts of western civilization, was willing to work for or could subsist upon.

The laborer thus crowded out cannot go to any inferior class of employment, for such are already filled with the same cattle; hence, he must look for the necessary employment higher up in the scale of avocations. But this process of elbowing has been going on so long that the higher branches

of industry are already crowded, and the inevitable result is the creation, from the ranks of those thus elbowed out of armies of "scabs," "tramps," etc.

If we had more work than our own people could do, there could be no danger in importing just as many as could find employment without crowding out of work some of those already here. Just as soon as the crowding begins, danger begins, and the crowding cannot go on except at the expense of our standard of living and the building up of a menace to the republic.

Our government provided the Chinese exclusion act because the Chinese were considered a dangerous class of people to admit in large numbers. They do not embrace our ideas, principles of government, religion or standard of civilization; hence their exclusion. Are the Chinese any worse than the Dagoes, the Russian Jews, the Hungarians and others of the same ilk? Do not these last named underbid our workmen for employment? Do they not live in a manner wholly inconsistent with our ideas of comfort, propriety and decency? Do they not refuse to accept our ideas in general? Do they not hoard from their scanty earnings and scantier fare for no other purpose than to send that hoard to their mother country or take it with them to that country when they have secured what they want from us?

If the immigrant who steps his foot on Ameri-

can soil is not ready and willing to accept and adopt American ideas and American manners of living and educating the young, the next place he should set his foot is right back on the ship that brought him.

There is beyond doubt, much that needs reforming in our political and economic structure aside from our immigration and naturalization laws, but these two are doing more to establish in our midst an aristocracy of money and to build up a people who, on the one hand are accustomed to such conditions, and on the other hand are forced by hunger into a passive acceptance of them, than any other influences equal in number. Apply the proper remedy to these defects and the American and Americanized workmen will take care of many of the others. The Chinese exclusion act was the result of strong and persistent effort on the part of the workingmen of the Pacific Coast. The same strong effort, without its anarchistic features, on the part of the workingmen of the country would produce like beneficial results.

We have as a government, gone on giving away our domain and inviting company under the impression that our possessions and our ability to accommodate and entertain were limitless. We now awake—some of us—to the fact that we have dissipated our possessions and have more company than we can furnish room and seats at dinner for.

JUDICIAL TYRANNY.

No little portion of the unrest which permeates this country from one ocean to the other at the present time is due to the actions of a number of our courts, and especially during the immediate past. Slowly, but none the less surely, they have been usurping all the functions of our law-making bodies, arrogating to themselves powers which would have brought the makers of our constitution to the point of revolution long ere this. Not content with abrogating the laws passed by the legislatures selected by the people upon the flimsiest of technicalities concerning the constitution, not as it was made by the original framers, but as it stands, in their opinion, today, they have not hesitated to infringe upon the most sacred rights of man, constituting themselves the autocrats of our social order. At the same time they have been growing more and more bold in their allegiance to the money combinations which infest the country, pandering openly to the desires of their paid attorneys, distorting the laws from their known and avowed purposes at their command, and in many ways playing the part of

tyrant, in the name of the justice they so egregiously disgrace. What wonder is it, then, that the people have concluded that the whole administration of our laws is a farce, and the court a temple wherein the prayers of the rich and the powerful alone, are heard. So long as a man, or a set of men, is powerful enough, he need care nothing for the rights of the common people, and, in truth, most of the corporations only acknowledge the existence of the laws ostensibly passed to control them, when they wish to use them against the people they were intended to protect. So outrageous has this abuse grown to be that there is, in most of our courts, no law for the punishment of any but the poor and defenseless, while our great corporations laugh at the thought that they may be held responsible for any of their acts. What wonder, then, is it that the people are beginning to feel restless and uneasy over the situation, and to long for the time when they will again be given that justice, even against the rich and powerful, which is their just due as men and citizens.

One of the most arrogant of the many assumptions of power recently made by the courts is epitomized in the case now before the supreme court of California, in which the *Sacramento Bee* is defendant. The case grew out of the report of a case on trial, made by the paper in question. The report was subsequently criticised severely by counsel, and the court, at his suggestion, pronounced it to be "a grossly false statement, a gross fabrication." The paper sought to defend the truth of its report by comparison with the notes of the court reporter, and by the introduction of testimony, but opportunity to do this was peremptorily refused by the court. Then, in defending its report, the *Bee* stated editorially that the judge's statement that it had falsified the news was false, and that the judge knew it to be false when he made it. The judge then caused the editor to be arrested for contempt, and sentenced him to pay a fine of \$500, or go to jail for 250 days.

No one will question the right and duty of a judge to uphold the dignity of his court by all proper means, but it can never be done by flagrant injustice and oppression, and few, indeed, of the free born will follow any judge to the extreme of arrogant assumption expressed when he said: "Should a newspaper publish what it believes to be a truthful report of proceedings in open court, the judge has the right to denounce such report as false, without summoning the editor and permitting him to be heard in his own defense," and that "for any injury done to the reputation of a newspaper the judge cannot be called to account; that the newspaper cannot venture to say that the judge had wilfully mis-stated the facts, and that, in summarily punishing the editor for

such contempt, the editor may be deprived of the right to prove by witnesses the points made in his answer."

If the mere fact that the selection of a man to perform the important functions of judge at once placed him forever beyond all the frailties of poor human nature, and endowed him with the divine power to discover good from evil under all guises, then the people might rest content with such power as this entrusted to such men, but, so long as judges are no more than ordinary human beings, and too often below that mark even, both in ability and conscience, we cannot delegate such powers and remain free. The administration of absolute and equal justice is the ultimate end and aim of all law and of all the courts, but it can never be obtained in this way. Let the courts confine themselves to the administration of justice and the people will take care of their dignity. Only those courts which have reason to fear criticism need resort to tyranny in order to maintain their dignity. It is to be hoped that the supreme court of California will refuse to sanction this outrage, and that means may be found by which to convince the gentleman who is disgracing its bench, that his temporary elevation to that dignity was not intended as an especial and exclusive privilege to override the rights of others. Such cases are growing to be altogether too common, and each adds emphasis to the necessity for laws curtailing the arbitrary power of the courts and curbing the arrogant spirit which has taken possession of so many of the judges, similar to the one passed by the U. S. senate in the closing hours of the last session. Will the newspapers take hold and assist the Brotherhoods in getting it passed by the house at the next session?

PROFIT SHARING.

It may perhaps be argued with some degree of justice that no attempt at profit sharing of sufficient magnitude has been made, in this country to give figures which may be taken as authority for the value of the plan. There are so many influences which may interfere between the owners and the men employed to prevent that understanding, without which there can be no permanent good results, that too often the undertakings in this direction have been followed with nothing better than complete failure. To the credit of the scheme, however, it may be said that in those instances where the proper feeling has been aroused the results have been most advantageous to both parties to the contract, and much of good has been done to the cause of labor in general.

It would seem on the face to be the most rational way in which to bring employer and employee together upon a common footing, where the rights of both might be conserved, and where they might grow into a relation where mutual wrong would be impossible. It is perhaps unfair to judge of the system by the failures, since it is too young to be thoroughly developed as yet, and for that reason it would doubtless be the part of wisdom to give all of our attention, for the present, at least, to those cases where success has been won, regarding them as the ones worthy of attention, while the failures are no more than might have been expected from the opening experiments in such a decided innovation. In that view of the case we may be justified in feeling encour-

aged by the excellent reports which come from Ivorydale, the seat of the factories of Proctor & Gamble. Prof. Howerth has an interesting study of this plant and the work being done there in the way of profit sharing, in the last number of the *American Journal of Sociology*, and he certainly makes a splendid showing for the institution in question. The proprietors first began to admit their employes to share in their business in 1887, stating that it was done for the purpose of allowing them to participate in the profits and to establish friendly and kindly relations between employer and employe. Originally, the plan adopted was to allow each of the active partners a reasonable salary, and the remainder of the net profits was divided between the firm and the employes in the ratio of the labor cost to the total cost of production. While this plan brought good returns to the men it was found that it did not arouse that enthusiasm and interest in the work, which was one of the prime objects of the undertaking, and the proprietors at once set about discovering some method to secure that re-

sult. The outcome of this study was the adoption of the stock company organization, each man being paid a dividend on the amount of his wage earnings, and inducements being offered to the men to become purchasers of the stock. In 1894 a pension fund was instituted and liberal provisions were made for the physical and social welfare of all the employes. The result has been all that the proprietors could desire, and they are beginning to feel repaid for their untiring efforts to better the conditions of their men. The success which has attended their efforts should give encouragement to other employers, and lead to the adoption of the plan by many others who will find that all of their generosity expended in this way will bring excellent returns. Not the least of the good showing made is to be found in the excellent feeling which exists between the men and their employers, making labor troubles impossible and thereby shutting off one of the most prolific sources of annoyance and loss known to the employers of the nation.

WHERE TRUE CHARITY IS FOUND.

The action of the union carpenters of Cripple Creek, on the occasion of the fire which recently destroyed their city, shows most clearly the difference between the spirit actuating the working people and the capitalist class. Before the fire carpenters had been organizing for the purpose of demanding an increase of pay, but immediately after that disaster they held a meeting and determined to forego the advantage it had given them for the benefit of their fellow citizens. Compare this generous action with that of the lumber merchants and dealers in building supplies. They, too, held a meeting, and realizing that the fire had placed all their neighbors in their power, at once raised the price of their stocks 500 per cent. This Cripple Creek incident is by no means an isolated one. Organized capital is forever on the lookout for opportunities to wrest added millions from the common people through the medium of their necessities. The \$40,000,000 for which the Standard Oil trust "held up" the nation, the months in which fifty cent wheat was made to produce dollar flour, the steals of the coal, iron, steel, window glass and a dozen other great trusts, now in progress, are known to all. Scarcely a day passes in which the papers do not record some new inroad upon the already meagre wages of the toilers by these great cormorants, to say nothing of the smaller happenings of which no notice is taken save by

the unfortunate victims, and this extortion in the name of "shrewd business" brings to the men who profit by it nothing but commendation and greater power for evil.

On the other hand, the most heinous crime that can be charged to organized labor is a desire to better its condition, not to secure wealth, but simply the most ordinary comforts of life for the worker and his family. History records no instance where any one of these organizations has attempted to take such advantage of suffering humanity as is the daily practice of the capitalist, while it has grown to be a proverb that poverty and distress must look for aid and solace to those who are but a step above their condition. There is encouragement, however, in the fact that greed is becoming so bold as to defeat itself by forcing the people to take note of its methods and purposes, and they no longer accept the selfseeker at his own measure of value. They are learning their own power and the utter inability of these men to exploit them when they have once determined that it shall no longer be. When that lesson shall have been thoroughly learned there will be no further occasion for such comparisons as this, as the class making it possible will have been done away with and the men who love humanity better than they do their own immediate gain will have taken charge of affairs never again to return the reign of selfishness and greed.

RAILWAY STATISTICS.

The eighth report of the statistician for the Interstate Commerce Commission, covering the year ending June 30, 1895, has been submitted, and abstracts of it have been furnished to the press. It shows the total mileage of the railroads in the United States at the end of that year to have been 180,657.47 miles, an increase of 1,948.92 miles, or 1.09 per cent. The increase in 1894 was 2,247.48 miles, or 1.27 per cent, and that was less than was shown in any year since reports have been made to the Commission.

At the same time the total number of locomotives in service was 35,699, an increase of 207 over the year before. Of these, 9,999 were passenger locomotives, 20,012 were freight, 5,100 were in the switching service, and 588 were unclassified. The number of cars of all classes owned by railroads was 1,270,561, a decrease of 7,517 as compared with the preceding year. According to the classification given, there were of this number, 33,112 in the passenger service, 1,196,119 were engaged in the transportation of freight, and the remaining 41,330 were used by the companies in their own service. This shows an increase of 94 in the number of passenger cars and an increase of 1,439 of those in the service of the companies, but a decrease of 9,050 in the number of those given to the freight department. The report ascribes this loss to the increase in the number of private cars in use. The number of passengers carried per passenger locomotive was 50,747, or 3,907 less than in '94. The number of passenger miles per passenger locomotive was 1,218,967, a falling off of 225,433, while the number of passenger cars per 1,000,000 passengers carried was 65, or 12 greater than in the preceding year. This falling off is ascribed to the decreased travel on account of the depression in business and to the return of the passenger traffic to its normal conditions after the close of the World's Columbian Exposition. The number of tons of freight carried per freight locomotive was 34,817, or an increase of 2,908, when compared with the corresponding figures for '94. The number of ton miles per freight locomotive was 4,258,821, and this shows a corresponding increase of 242,066. During the same time it required only 1,717 cars to move 1,000,000 tons of freight, while 1,888 were required to perform the same service the year before. These figures show that there was a decrease in the efficiency of the passenger service for the year, while there was a decided improvement in the freight service.

In the matter of safety appliances the showing made by the report is by no means so good. At the close of the year the total equipment, both engines and cars, numbered 1,306,260, and of them only 362,498 were fitted with train brakes and 408,856 with automatic couplers. This made an increase of 31,506 in train brakes and of 51,235 in automatic couplers. Nearly all the passenger engines had train brakes, and out of the 20,012 in the freight service 16,712 were equally well equipped. At the same time 3,893 passenger locomotives were equipped with automatic couplers, 414 having been added during the year, while 6,106 of the total were still without. Only 2,039 of the freight locomotives were fitted with the automatic couplers, an increase of 731, and as the total number in this service was 20,012 a most decided deficiency is shown. There were 33,112 passenger cars in service, and of them 32,384 carried train brakes and 31,971 automatic couplers. Out of the 1,196,119 freight cars 295,073 had the train brakes and 366,985 the automatic couplers. From these figures it will be seen that while the passenger equipment was well supplied with automatic safety appliances there was a dangerous deficiency so far as that portion devoted to freight traffic was concerned. [It is perhaps no more than fair to state that an important change has been made in this particular since the time when the report closes].

It is encouraging to note from this report that so long as fourteen months ago quite an increase was shown in the number of men employed by the railways, the number then being 785,034, or 5,426 more than during the previous year. The effects of the business depression had previously been shown to rest most heavily upon the pay rolls in the Maintenance of Way and Structures departments, and next the Maintenance of Equipment. Present returns show the assignment of 128 men to the Maintenance of Way and Structures as against 124 in 1894, while in the Maintenance of Equipment department the increase is from 86 to 88.

During the year covered by the report the railways carried 507,421,362 passengers, or 33,266,837 less than during the year before. The number of passengers carried one mile was 12,188,446.271, a decrease of 2,100,999,622. The number of tons of freight carried was 696,761,171, an increase of 58,574,618. The number of tons carried one mile was reported as 85,227,515.891, indicating a growth of 4,592,411,189.

The number of railway employes killed during

the year was 1,811, and the number injured was 25,696, a decrease of 12 in the number killed and an increase of 2,274 in the number injured. Of the immense number of passengers hauled only 170 were killed and 2,375 injured, a decrease of 154 in the fatalities and 659 in the injuries. The number killed is remarkably small, as the lowest total in any of the seven preceding years was 286, in 1890. One employe out of 433 was killed and one out of 31 injured. Taking the figures applying only to those employes known as trainmen, the report shows that one out of every 155 in service was killed and one out of every 11 was injured. The number of passengers carried for

each passenger killed was 2,984,832 and the number for each one injured was 213,651. The safety of passengers from accident is perhaps better shown by the fact that 71,696,743 passenger miles were accomplished for every passenger killed and 5,131,977 for each one injured. A comparative statement shows that considerable advance was made during the year in respect to railway casualties. The report suggests that beneficial results were derived from the fitting of equipment with automatic appliances as well as from the raising of the character of the railway service and grade of railway equipment, first noted in the last report.

A TRAVESTY ON JUSTICE.

Many of our readers will remember the cold-blooded killing of Brother L. B. Ridpath, at Des Moines, Iowa, some two years since, and will be surprised to learn that the governor of the state has found reasons, sufficient for him, if for no one else, for commuting the death penalty justly imposed upon his murderers. As developed at the trial, George Weems and John Hammil, accompanied by one other, started upon the night of the murder to take in the town. After getting drunk, they concluded to hold someone up so that either Weems or Hammil could get the money necessary for the purchase of a suit of clothes. As had been ordained by fate, Ridpath, who was then on his way down town to take his train out to St. Joseph, Mo., was the first man they met. They stopped him, and a moment after the pistol shot was fired which caused his death. The crime was soon brought home to Weems and Hammil, and, after an exhaustive trial, in which they were ably defended, they were found guilty of murder in the first degree and sentenced to suffer the death penalty. The defense urged in their behalf was that they were intoxicated at the time; that they had no intention to commit mur-

der, and that the offense could not have been premeditated, as they were not acquainted with their victim. Under this plea the highwayman who stops a stage and murders the passengers to secure their belongings, or the train-wrecker who ditches a train for the same purpose, without a thought for the innocent lives he thrusts into mortal danger, may be allowed to go free because he is not personally acquainted with, or has not been regularly introduced to, the persons it has suited his purpose to kill. This was clearly an instance of cold blooded murder, connected with an act which was nothing more and nothing less than highway robbery and if it did not merit the full penalty of the law, the case never existed which did. A great many theorists undertake to show that murders and similar crimes are the result of our economic conditions, while in fact the flimsy excuses on which such offenses are condoned have more to do with the increase of crime than all the economic conditions which ever existed. This disgraceful exhibition of the exercise of executive clemency is justly viewed by every member of the Order in this state and in the country at large as a travesty on justice.

PROTECT THE CHILDREN.

One of the most significant of the many matters brought before the Wisconsin State Federation of Labor was the continuance of the abuse of child labor in that state. A report made to that body stated that the law was being violated daily, and that unless it should be checked, the future population of the state must be either dwarfs or idiots, or both. There can be no question as to this evil, all are agreed as to its pernicious effects, and all should be united in oppo-

sition to it. It not only wrongs the workman of today by putting a child in the place he should be filling, but it stunts the mental and physical growth of the child, thus carrying its curse down into future generations. When appealed to in a general way, the people are ready enough to acknowledge the ruin which must follow persistent adherence to this policy, and to declaim against it, but too many are willing to allow their opposition to close with this. When greedy cor-

porations take advantage of the needs of the poor around them, and force their children into this modern slavery, we are too prone to pass it by with the thought that it is none of our business, and that there must be some excuse for it or the men who are engaged in it would not do so, and no one is found with philanthropy enough to lead him to take up the fight in behalf of the oppressed little ones. The citizen is willing to leave the task of enforcing the law to its officers, and the officers, as a general thing, are only too glad to pass by the offenses of the rich so long as there is no one to make complaint. In too many of our states these abuses are being perpetrated day after day, without rebuke, and the evils are growing with their continuance. It should not be allowed to continue for a single day, and

everyone should constitute himself a committee of one to see that nothing of the sort is to be found within the range of his observation. Where there is law forbidding the employment of children, let it be enforced to the letter, and the punishments for its infringements be but the more strictly exacted because of the prominence of the criminal, and where there is no law, let no man who loves his fellows rest until one has been placed upon the statutes of his state, which will justly punish this crime. No state in this Union can afford to rest under the stigma of allowing its children to be thus abused, and all should see to it that it is made impossible for the greedy among the capitalist class to thus take advantage of those whose circumstances have made them helpless to resist oppression.

CRIMINAL COURT REFORM.

A great deal has been said, from time to time, regarding the delay in the administration of justice by the courts of this country, and the uncertainty that the criminal who had the means for adequate defense would ever receive the punishment to which his crimes entitled him. Statistics collected upon this subject show that during the last six years 43,902 homicides were committed in this country, while only 723 murderers were legally executed and 1,118 were lynched. Naturally these figures take no account of those who were given other than capital punishment, but if they were to be taken into account, it is hardly possible that the relative importance of these figures would be changed. The preponderance of those cases where the people have taken the execution of the law into their own hands shows how thoroughly the people distrust the men who have the enforcement of the law in charge, and all present indications show that such distrust is growing rather than decreasing. No one will question the importance of this showing and the need of some change if the majesty of the law is to be upheld, and we are not to return to a state of barbarism. In a recent number of the *North American Review* Judge I. C. Parker, of the U. S. court at Fort Smith, Ark., who was recently given no little prominence through his contest with the legal department of our government at Washington, makes a suggestion which is certainly worthy of respectful hearing. Among other things the judge says: "To destroy the greatest of all promoters of crime, I would remodel the appellate court system. I would organize in the states and in the nation, courts of criminal appeals, made up of judges chosen in the criminal law and govern-

speedy and vigorous enforcement. I would have sent to these courts a full record of the trial, and they should be compelled to pass upon the case as soon as possible, according to its merits, and ascertain the guilt or innocence of the accused from the truth and the law of the case manifested on the record. I would brush aside all technicalities that did not affect the guilt or innocence of the accused. * * * I would provide by law against the reversal of cases, unless, upon their merits, innocence was manifest. The innocence of the party should be the guide."

No judge in the nation has had better opportunities for the study of this question than has Judge Parker. For years he has presided over the federal court having jurisdiction over the criminals in the Indian Territory, and has probably sat in judgment upon more desperate men than any other man on the bench. It is a notorious fact that these men fear him more than they do all the other agencies of the law, because they know he will not allow the guilty to escape if it is in his power to prevent, and that nowhere have the technicalities upon which the generality of criminal lawyers so completely depend, so little weight as before him. His ability is unquestioned, and in every way he is entitled to a most thoughtful hearing upon this subject. The thought of having a court composed of men learned in the criminal law and thoroughly posted in criminal practice, to pass upon cases of that class, is one that recommends itself to the lay mind as a good one, and it might well be given a trial. The instance given in another column of misplaced executive clemency shows directly the great need for some reform in the methods of administering and executing the criminal laws.

The ninth general convention of the United Brotherhood of Carpenters and Joiners will be held in Cleveland, Ohio, commencing September 21, next. Much interest is already being manifested in this gathering by the members of the organization, the attendance promise to be large, and, as there are a number of important matters to be considered, the meeting will, doubtless, be one of moment to the entire labor world.

The courage and devotion shown by the Detroit cigar makers, in their struggle against the employment of child labor and underpaid women, is deserving of all praise. Notwithstanding the fact that they had then been out over a year, and were suffering from the inevitable effects of such a protracted contest, they decided, by an overwhelming vote, to continue until success had been won. This is a cause in which all labor is vitally interested, and these men should be given every encouragement in their gallant struggle.

The first Monday in September has been set apart for labor's national holiday this year, and if the present indications hold good it will be more generally celebrated than any other since the practice was first begun. Reports from the larger cities of the country show that interest is constantly growing in the day, and that its celebration will be participated in by more of the various organizations than ever before. Such a demonstration as could be made of the labor forces on that day could be made of great value to the cause and all who are enlisted, no matter what their command may be, should do all in their power to make it even more successful than the most sanguine expect.

A. B. Garretson, our Grand Senior Conductor, whose portrait forms the frontis-piece of this number, has been a member of the Order nearly twelve years, having been initiated by Division 53 in 1884. He was first elected Grand Senior Conductor by the Grand Division which met in New Orleans in 1887, and was advanced to the position of Assistant Grand Chief at Toronto in 1888. When Brother E. E. Clark was elected Grand Chief Conductor by the Grand Division at Rochester in 1890, a vacancy was left in the office of Grand Senior Conductor and Brother Garretson was appointed to fill it. He was elected at St. Louis in '91, and re-elected at Toledo and Atlanta in '93 and '95.

It is announced from Milwaukee that the street car strike there is not ended, as has been erroneously reported in nearly all the daily press of the country. The truth of the matter is that the

unions found it impossible to maintain bus lines on all the streets, and could not in reason ask the citizens to boycott the cars, when they had no other means of transit to offer them. Accordingly the boycott was declared off, under certain conditions, but the citizens were asked not to ride on the cars unless it was absolutely necessary. As a result, only those who live near the outskirts of the city, and are obliged to ride, in order to get to their business, are now patronizing the street cars. The strikers are still well organized, there have been but few desertions, and they are still making one of the best fights against organized monopoly in the history of this country.

The investigations that have been made of the strike at Cleveland do not leave the employers, who are responsible for it, in a very enviable situation. The Ohio State Board of Arbitration recently visited the city on the request of the Mayor, but the company refused to accept their mediation on the ground that there was nothing at issue save their right to run their business in their own way, and this they would never submit to arbitration. Their way is to insist on dealing with their employes as individuals, and to refuse to recognize the men sent to represent them in their organized capacity. The men, in their turn, say they are only fighting for the right to organize, and are willing to return to work as soon as that right is recognized. Furthermore, they are entirely willing to submit the question to arbitration, and feel confident of winning before any board of reasonable men. The stand taken by the two parties places the onus entirely upon the company and should give to the men the sympathy and support of all who are disposed to favor fair dealing and equal justice between man and man, regardless of wealth or position. The time is not far distant when such contention as this will be impossible, since the right of labor to organize and to be represented through that organization will then be as generally recognized as is now the right of capital to do the same.

The Midland Mechanic makes a suggestion anent the union label, which would simplify the problem of assisting union labor, especially for those who belong to other than the trades unions. It is in effect that all class labels be dropped and that the American Federation of Labor adopt one uniform label which should be used by all the different bodies affiliated therewith. This label would then be the universal mark of the Federation, and would signify to all who saw it that the goods bearing it were the product of union labor and entitled to the first consideration. It would

be a warrant to all those who are outside the ranks of the trades unions not only of the rightness of the workmen, but of the quality of the product. Such a label could be made to mean more than one which represented no more than the one body, and would carry more weight wherever seen, and would in many ways add to the general effectiveness of the scheme for label protection. It is true, however, that no label or system of labels can be made effective without the working people of the country persistently call for goods bearing it, and refuse to have any other. If all will only do this any sort of a distinguishing mark will suffice, though even then some general stamp would offer advantages over the system now in use.

The Massachusetts bakers are considering the advisability of establishing a state labor or employment bureau for the especial benefit of their brothers who are out of employment. It is argued in favor of the scheme that it would go far toward knocking out the saloon and boarding house employment agencies, and would tend to more thoroughly organize the state, by keeping all the more competent men at work, the preference naturally being given to the members of unions in good standing. It would also have a tendency to strengthen the unions, as the outsiders who were so unfortunate as to be out of employment would see the efforts being made to find situations for their more fortunate brothers and would be led thereby to join. Under the plan proposed a general agency will be established at the largest city in the state, and branch offices will follow as the necessity seems to arise. Such an organization would also be of benefit as a means of preserving and disseminating information for the members of the craft which could be obtained in no other way, and which, under many circumstances, would be of incalculable advantage to them. The plan seems to be a good one, and might be adopted by the other similar organizations with much of profit.

The problem of so employing convict labor that it will not conflict with the honest toilers is one we have always with us, and anything which points toward its possible solution should be received with grateful consideration. There is a possibility that some of the so-called granger states may find something of benefit in the plan adopted by Minnesota a few years since, when farmers in the legislature succeeded in making provision for the establishment of a binding-twine plant in the state penitentiary. As might have been expected, the plan was opposed by the cordage trust, which even went so far as to influence the dealers to refuse to handle the product of the penitentiary shop after it had been established. The farmers circumvented this opposition, however, by combining, buying the twine in bulk and then dividing it among themselves. This course soon compelled the dealers to handle the home made product at a fair profit, and the fight was won. The demand for this twine during the present harvest season is reported to have been so great that the factory was obliged to refuse orders for 1,000,000 pounds, despite the fact that the works had been running day and night, with an added force brought in from the outside. The sales for the past four years have aggregated more than \$400,000, while the percentage of loss from bad debts has been very small. So far as can be learned, the plan has proved a success in every feature, and all classes are thoroughly satisfied with it. Influences are now at work to secure its adoption by the Iowa legislature, and it might be tried with advantage by all the states where there is a large demand for the twine. It is an industry which interferes but little with honest labor, especially in the states where it is proposed to start the factories. It produces something which the farmers are obliged to have, and, if properly managed, can be made to furnish them with twine at a lower price than the trust and still make the convicts fully self-supporting.

COMMENT.

Unless human nature has sadly degenerated, the bankers of the country, who are almost unanimously in favor of the single gold standard, are taking the very worst possible means to gain strength and support for their cause. There has been considerable talk of a "campaign of education." A recent Washington dispatch thus sets forth one of the principal features of this proposed campaign: "A movement is on foot which will probably result in a discrimination being made by banking institutions, against those who

openly favor legislation looking to the free coinage of silver. The plan is to positively refuse such men all the usual accommodations given by a bank to its patrons. The plan originated in Louisville, where the banks have reached a mutual agreement that all advocates of free silver shall be refused all pecuniary accommodations. The fact cannot be disguised that this arrangement must, necessarily, entail hardship, and, perhaps, ruin in many instances."

A boycott of this character is the very thing to

bring the gold standard into disrepute and vastly strengthen silver sentiment in quarters where it needs strengthening. When it once becomes clear that men are being persecuted, and denied the exercise of their guaranteed constitutional rights, for mere opinion's sake, the fate of the persecutor is sealed. Even a good cause cannot be supported by such methods, and when it comes to putting the determination of an important political issue on such a basis, the innate love of fair play, which men are imbued with, will take precedence of the merits of the issue involved. Men cannot be pushed a great way along such lines, especially in a time like the present, without revolt, and the effect of such a campaign as is proposed will surely be the overthrow of, not alone the gold standard, but the entire banking system itself. If the bankers are wise they will not too strongly direct the attention of the people to the sources of their power to visit hardship and ruin, at their own sweet will, on whomsoever they choose

* * *

And now there is talk of another bond issue to replenish the gold reserve. Our president has already borrowed two hundred and sixty-two millions of dollars at his own discretion and without authority of law, and a bill that was introduced into the last congress, forbidding the executive to issue bonds without the authority of congress, was killed in the lower house. The constitution gives congress the power "to lay and collect taxes, imposts and excises; to pay the debts and provide for the common defense and general welfare," and "to borrow money on the credit of the United States." Nowhere in our fundamental law is there a word which can be construed into a warrant of power for the president to borrow money on the credit of the nation, whether to keep the public faith, or for any other purpose, and in permitting the president to exercise such a power, congress has abdicated its constitutional function, and betrayed the constitution. There are very few of the old-world despotisms, as we are wont to call them, whose rulers would dare attempt to exercise the power of borrowing money at their discretion, as Mr. Cleveland has done. Even in so backward a country as Spain is said to be, the ministry cannot raise a single peseta without the authority of the cortes. Not even in such a crisis as the present rebellion in Cuba, which strains the whole strength of the country, could it be done. In France, Italy, Holland, Belgium, and even Germany, such power as Mr. Cleveland has exercised during the past two years does not exist, and there can be little doubt that the attempt of the rulers of any of those countries to

exercise such power would bring on a revolution. Away back in the seventeenth century the British parliament cut off the head of Charles the First for doing what Mr. Cleveland has done, and no English ruler has attempted to raise money without the authority of parliament since Charles's time. If Charles could have borrowed money from the London bankers to the tune of a hundred million a year, he would not have bothered his head about ship money, but could have raised and supported as big an army and navy as he pleased, and Cromwell would not have cut so big a figure in history as he now does. We are much behind the times. Although we are nominally a free people, our executive wields a greater power than most of the kings and emperors of christendom; and it seems impossible to check his usurpations.

* * *

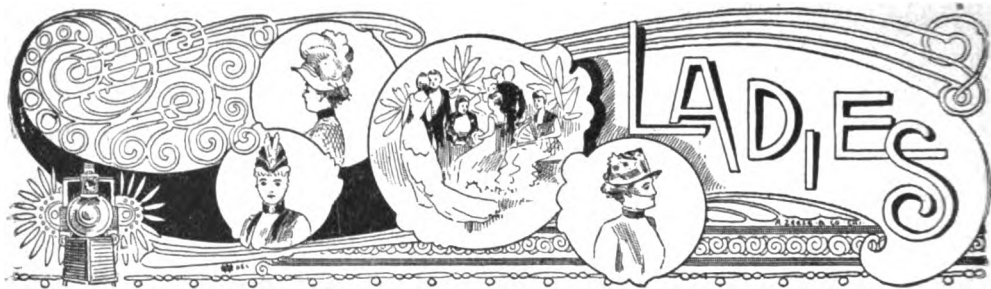
The July *Arena* contains an excellent portrait and sketch of Henry Clay Caldwell, the "Just Judge," who has endeared himself to railway employes by the pronounced stand he has taken for the protection of their rights, especially with respect to wages and conditions of employment on receivership roads within his jurisdiction. For more than thirty years Judge Caldwell has occupied the federal bench as district and circuit judge, but he has never shown himself other than a just and honest judge and a friend to the common people. He places man above money, and is a believer in human rights. An extract from an address delivered by him to the Arkansas Bar Association some years ago, dealing with the money lending corporations that now have the farms of the West plastered flood deep with mortgages, may prove interesting:

"By the law of its creation it is legally incapable of doing anything but lend money for profit; every other function is denied it by law: the song of joy and the cry of distress are alike unheeded by it; it neither loves, hates, nor pities; its chief virtue is the absence of all emotion which imparts uniformity and regularity to its business methods; it is argus-eyed and acute of hearing, or blind and deaf, accordingly as the one or the other of these conditions will best subserve its interests. Though a legal unit, it is infected with all the mean and plausible vices of those who act only in bodies, where the fear of punishment and sense of shame are diminished by partition; it never toils, but its money works for it by that invisible, sleepless, consuming and relentless thing called interest. It never dies; and, unlike the man who lends money, has no heirs to scatter its gains; and in the eager and remorseless pursuit of the object of its creation, it turns mothers and children out of their homes with the same cold, calm satisfaction that it received payment of a loan in gold coin of the present standard of weight and fineness."

These corporations have agents in the state, whose offices are embellished with a glaring placard reading, "Money to Loan." Over the door of every such office ought to be inscribed in characters so large that none could fail to read, the startling inscription that Dante saw over the gates of hell:

"All hope abandoned, ye who enter here."

"B."



Editor Railway Conductor:

At the regular meeting of our Auxiliary, on June 16, we were honored by a visit from the Grand President. She gave us a very interesting and instructive talk, from which we gained many valuable ideas. In the evening a reception was tendered her, and her many friends cordially welcomed her in our midst. Among the guests of the evening were two Sisters from Newark Division, No. 7, and fourteen Sisters from Prospect Division, No. 30.

The union meeting held in Chicago, Ill., June 23 and 24, was attended by eight of our members. On the evening of June 23d a reception was given their guests. All returned home enthusiastic over the cordial entertainment received and the instruction gained by their visit.

Your correspondent was delightfully entertained at Mrs. Hilgartner's hospitable home.

Chicago Junct., Ohio.

CORRESPONDENT.

Editor Railway Conductor:

It is now more than a year since Charity Division has been heard from, severe illness having prevented me from writing and having made this quite an effort. The prospects for recovery are now bright, however, and you may look for better things in the future.

We have in our Division some as good members as can be found in the Union, and it is not boasting when I say that we are Charity in deed, as well as in name. The majority of our Sisters try, and do, live up to the name, and remember that "charity never faileth." I speak from experience, as I have been in the hospital more than six weeks and many of the Sisters have found me, even when I was almost too sick to extend them a hand of welcome. For many days I was at the point of death, and I tell you, Sisters, that when a person goes down into the valley there are many thoughts that come unbidden of things that "might have been" done and of other things that were done wrong. The best one can do then is to hope to be forgiven. When so sick not the least of my thoughts were for our dear Auxiliary, and I could not but wonder whether I should ever again be able to enter our Division room and participate in our pleasant ceremonies.

Our Secretary, Mrs. C. Quinn, recently had the misfortune to lose her sister, who died very suddenly at her home in Sioux Falls. The members all feel the deepest sympathy for our Sister. She and her husband are now in the east in search of health, and we hope they will return fully restored, and in this hope the Brothers of 22 all join. Sister DeLong has also had to pass under the chastening rod, her brother having been taken from her, and the blow is a very severe one to her, as the bonds

between them were even more than usually close. And now the sad news has come to us that our Senior Sister, Mrs. Butler, is very ill, and we can only pray that her health may be restored.

When we first organized we had nineteen members, but we all know that a railroad man is here to-day and there to-morrow, and so three of our members have left the city. In their places, however, we have five new members, so you see we are slowly gaining. Financially, we are in excellent condition.

January 10, last, we had our first grand ball, and cleared nearly \$80, which we think was doing very well. Four ladies had charge of everything connected with the occasion, with, of course, any help that was needed from the other members and the kind assistance of some of the O. R. C., who helped us out by being door tenders and floor managers.

Our President, Mrs. T. J. Huffman, has been very sick, but is now gaining rapidly.

Sioux City, Iowa.

MRS. H. C. F.

Editor Railway Conductor:

At our picnic held recently, we had the pleasure of entertaining Sister Hamilton, of Golden Rod Division 43. Sister Hobb, of the same Division, came to Augusta later to attend a barbecue given by O. R. C. Division, 202.

The sympathy of Magnolia Division, 55, is extended to Brother C. B. Crawley in the death of his mother.

Our President, Sister Miller, is spending the summer in Great Barrington, Mass.

Sisters Davis and Harris have been quite sick, but are now improving.

Brother and Sister Hollingsworth have moved from Harlem to Union Point.

Sister Oliver has been visiting her old home in Burke county, Georgia.

Brother and Sister Hutchins have just returned from a pleasant outing at St. Simon's Island.

Brother Ed Foster is ill with fever in Port Royal, S. C. Sister Foster left last week to nurse him back to health. We sincerely hope he will soon recover.

Sister Ed Shurley and her pretty little daughter are spending some time in Norwood, Ga.

Our Division has received an invitation from the L. A. to B. of L. E. to attend a basket picnic at Keyville, on the Augusta Southern R. R., and we anticipate a delightful time.

Visiting Sisters are always welcome among us.

Augusta, Ga.

MRS. W. W. THOMPSON.

Editor Railway Conductor:

It is some time since THE CONDUCTOR has had

anything from Bethlehem Division. Our correspondent, dear Sister Hodges, does not as yet feel able to write a letter to THE CONDUCTOR. But, Sisters, I know all like to read her letters, and I wish to assure you, all will have that pleasure before long.

Our worthy President, Sister Sylvester, and our Junior Sister, Fulham, attended the School of Instruction at Chicago, and returned home much benefited by the work. Sister Sylvester said: "After first greetings were over, many of the Sisters present asked how and where was Sister Hodges?" I will say she is quite well, and just moved into her new home, 29 Olive Place. She is not all settled, but doing well, considering the little heart she can have in her work. Oh, Sisters! how I wish every one in trouble could be as brave as she has been: but when I say she is a true Christian, it explains all. "For she who puts her trust in the Lord shall be comforted."

Our last entertainment was a garden party, held on Sister McCutchin's beautiful lawn. I heard some of the Sisters say: "Was Brother McCutchin at home?" Oh, yes; he was there, and right in his glory, when the ladies were around. Ice cream and cake were served by the Sisters and the music was furnished by a mandolin club. The evening was delightful, which added much to our pleasure and a neat little sum to our treasury.

Sister Hahn writes about the lovely drives in Marion, and how the cyclists enjoy them, but she does not say any of the Sisters ride. Well, some of our Sisters ride, and do it very nicely. I fully sympathize with you, Brother Forbes.

Sister and Brother Lahiff, also Sister and Brother Morrow, are at Mt. Clemens, Mich., for their vacation, as all were in need of rest, and we hope they will return in good spirits.

We are located in a beautiful new Division room, in the Knights of Pythias Temple, and will be delighted to see any of our out-of-town Sisters. Our meetings are well attended, and we are striving all the time for new members. Last meeting we initiated two, and hope to soon have more.

The boys of Division 14 (bless their dear hearts; it is a long time since some of them were boys) are working hard to get a large delegation to attend the Grand Division. At present every one is very much enthused, and if it continues, look out for a gay crowd of Buckeyes. What a pleasure it is to attend these conventions. How I wish all conductors and their wives were able to attend these gatherings. To be sure all cannot go. Some must remain at home, for, if all were off duty, we never could get to Los Angeles.

Sister Ragon, your letter was most beautiful, when read between the lines. Hope you will write soon again.

MRS. JAS. CARROLL.

Cleveland, Ohio.

Editor Railway Conductor:

Our duly elected correspondent has had so much sickness and other interruptions that I will presume to write this once for her (craving her pardon for assuming the duty). Division 29 has been gradually climbing, both as to numbers and interest in the good work.

Our President, Sister Learnard, Sister Popham and Sister Sebring had the pleasure of visiting, in May, Ideal Division, at their anniversary meeting, and most royally were we entertained. They have

a large membership of very intelligent, enthusiastic workers. Their President, Sister Phillips, is a very bright parliamentarian, and has the love and confidence of all the members. The same must be said of Sister Morgan, Vice-President, Sister Callahan, Sec. and Treas.; Sisters Wilkinson, Senior, and Neff, Junior Sisters. Ideal Division has honored itself by honoring such an efficient corps of officers. They have the work down beautifully, and are all such earnest, sisterly, womanly women. After the routine of business, we had music--vocal, piano and violin, all of the highest order. Delicious refreshments of ices, cakes, and fruits were served. Some time was spent in social conversation. We were then invited to take a drive through their lovely little city. We were driven out to the home of Sister Neff and rested awhile upon the broad, cool galleries. When we were taking our departure, Sister Neff presented each with a bouquet of lovely roses and other sweet and fragrant flowers. We were then rapidly driven back to the city. In the evening, Sister Callahan threw open her lovely home and entertained the visiting and home members in her own queenly style. All enjoyed it to the full. Our hearts go out to Ideal Division, 39, and long will we remember the kind reception given us there. At our next meeting after our return, we gave Division 29 the benefit of our experience, and all exclaimed, "How I wish I, too, had been along!" Such beautiful, earnest work gave us renewed impetus. We are reaping the benefit.

In June, we received an invitation to the Union meeting at Chicago. Circumstances over which we had no control prevented us reaching Chicago in time for the meeting, but the writer had the pleasure of meeting with White City Division Wednesday, the 8th of July. They, too, have a very large membership, and are continually adding to it. I was very much pleased to see the perfection of their work. They initiated a member, and the work was gone through with so smoothly and gracefully, like unto well drilled soldiery. Sister Sewell, President, feels justly proud of her Division. She is a bright example to our Order, and works with heart and brain. I was pleased to meet so many very pleasant ladies, Sisters Ott, Van Epps and Reed, and others whose names I cannot recall. The regret for my inability to be present at the Union meeting grows keener, as I think of the loss of so much pleasure and knowledge of our duty as members of so worthy an Order.

Memphis, Tenn.

MRS. W. H. SEBRING.

Editor Railway Conductor:

Have just devoured the contents of the July CONDUCTOR. You all know how good the whole of it is, makes one feel like living always, and after such a meeting as we had today, one wants to live on. Although small in numbers today, we made up in quality and harmony reigned supreme. We were visited by a committee from 44, inviting us to join them in a social picnic, the committee consisting of Brothers Sadd, Hinkley and Shinn, three good talkers. Sister Hinkley, who always thinks of everything in the right time, had decorated each officer's station with a beautiful bouquet. The Division was glad to welcome our Brothers, especially Brother Sadd, who with his family, is visiting his old home, and both he and Sister Sadd have many friends who are glad to see them again. It is needless to say 23 is always ready to eat out of the same dish

with 44, and our picnic will be a success. After the committee had closed their picnic work they bade us a very "chilly" good day, for the Division was served with delicious ice cream and cake, with the compliments of Sisters Hinkley and Holbrook. Now, Brothers, that is the way you would all be served if you all had L. A. Divisions.

Our Division is prospering both socially and financially. Some of our Sisters are rusticated in the mountains, and we hope to see all present soon.

Our committee are adopting a new local constitution and by-laws and talking picnic.

We have had several nice presents from Mrs. Davis, who is not a member of the Auxiliary, but one who takes great interest in our Order. Our committee on bylaws were served with ice cream at Sister Holbrook's and enjoyed a pleasant afternoon.

We are glad to hear our sick Sisters are about well. Sister Bartlett is around again; Sister Briggs, Junior Conductor, has been having whooping cough; Sister Tyler, our pianist, is having all of her music at home now. Sister T. knows that there are two conductors now to every good job, and the Auxiliary needs recruits. Pa Tyler and daughter are doing nicely. Sister Porter of Linn Mont, reports a fine baby girl at her home. Brother Klissick is convalescing slowly. His illness has been tedious, and he and Sister Klissick have the sympathy of all. Division 3 is composed of the right kind of material and will never be forgotten by its Auxiliary Sisters.

Brother [Ed.] L. of Little Rock, tell those fellows you sent home (in July CONDUCTOR) to tell their families and friends about the Home, to also tell them about the L. A. to O. R. C. Help your wives to organize, and they will look after the Home sheets etc.; also see that your own Brothers and Sisters are not in need of care when sickness or misfortune overtakes them. Help organize the L. A. and work in unison with your wives and you will never regret it. The L. A. are all interested in the Home, and all are working to help this cause.

Sisters, read Brother Owens' letter from Pueblo. His insurance subject is not overdrawn. See that your husband is insured, and see that he is always in good standing, especially if you have a family. I was delighted to read the report of our Grand President, and I wonder how she can accomplish so much. She certainly deserves the admiration and support of every Auxiliary Sister. Nothing but a heart full of love of duty would ever induce any one to deprive themselves of home comforts to labor as she has to do this great work she has undertaken. It certainly is not for the paltry salary she has, and Sisters, let me urge you to send your delegate to Grand Division next May with instructions to raise our Grand President's salary. Think of it, over 1,700 of us, and pay our Grand President \$150 per year. Raise our grand dues to 50 cents, or more, and pay a salary that we are not ashamed of. Some croaker will say we cannot pay 50 cents grand dues. Let's economize on something; let's lay off on our gum for a month. It will save 15 cents and give our faces a rest, too. Every time a Brother asks me what salary we pay our Grand President, I ask him if he is going out to see the bike race, and he is lost to the subject.

I hope our Sisters will insure now that our insurance is a success. The expense is small, and it may do great good in times of need. Our agent is a fiend

and don't stay until she gets her second wind, or you will order two policies.

Our Division has received several orders for the new pin such as we presented to our Grand President.

Our rainy season is on and we are sleeping under a blanket.

We hope to meet many of our Brothers and Sisters at our Mountain and Plain Festival, October 6, 7 and 8, and our latch string always hangs out. You will find us all 16 to 1, and our Division up to date.

MRS. O. F. HOLBROOK.

Denver, Colorado.

Editor Railway Conductor:

I fancy I can hear some of the Sisters saying: "What has become of Division 54?"

Well, Sisters, we are still alive and meeting regularly, in spite of the warm weather. We celebrated our second anniversary on the 19th of June, by meeting at the home of Sister Perkins. We spent a very pleasant evening.

Our Past Grand President, Mrs. Ragon, made our Division a very pleasant visit on the 18th of June. Sister Ragon came to Denver for the benefit of her health, which she says is improving.

We also enjoyed a visit from Mrs. Kissick, of Division 23, of Denver. She was here with Mr. Kissick, who is being treated in the D. & R. G. hospital at this place. We are glad to say he is rapidly improving.

One of the Brothers has taken to himself a helpmate, and we are looking forward to a new member in our Division.

MRS. J. A. BURGESS.

Salida, Colorado.

Editor Railway Conductor:

The following resolutions will be found to be self-explanatory.

We, the committee on resolutions and thanks, appointed at the union meeting of the Ladies Auxiliaries to O. R. C., B. L. E., B. L. F., B. of R. T., July 19, 1896, submit the following:

Resolved, That the first courtesy, the invitation to attend the meeting of "Federated Organizations of the Norfolk & Western Railway, at Roanoke, Va., and for the first time since the inception of Auxiliary work, being assigned a place on the program with the Brothers of the Orders to which we are Auxiliary, comes from the local committee, and merits our loudest praise; be it further

Resolved, The next note of heartfelt appreciation is for General Manager Joseph H. Sands, of the Norfolk & Western Railway, for transportation to Roanoke, and the excursion to "The Grottoes," also to the committee of Federated Organizations of Roanoke, Va., for drives through the city, the visit to Crystal Spring, the climb up the mountains, the gifts of beautiful flowers, fruit, and specimens from "the Grottoes", to the reception committee at the banquet, at Hotel Roanoke, whose greeting was so cordial we were all at ease. To the manager of Hotel Roanoke, S. K. Campbell, for the courteous entertainment of his guests. To the Sisters of the local Divisions of the Ladies' Auxiliary, who so generously furnished the picnic dinner at "the Grottoes." To every individual member of every committee who worked to perfect every detail of the parts assigned them; be it further

Resolved, A copy of these resolutions be sent the journal of each organization represented, requesting it to be published in the Ladies Department of said Journal.

MRS. J. H. MOORE, L. A. to O. R. C.

MRS. M. E. CASSELL, G. I. A. to B. of L. E.

MRS. H. W. JOPP, L. A. to B. of L. F.

MRS. A. A. RIDDLEBERGER, L. A. to B. of R. T.
Roanoke, Va.

Editor Railway Conductor:

Since my last letter (in March) many events which mark the progress of the Auxiliary work have taken place in our history. April 21 I was in Chicago to attend the first ball given by "White City" Division. Everything, even the weather, was in perfect harmony with the arrangements of the Sisters, and it was pronounced the most successful, socially and financially, of any ball ever given in Englewood. The perfect, systematic arrangements in every committee were commendable, and the many words of praise from their guests were well deserved. Their efforts to bring the railroad people together proved a great success.

On the 23d, assisted by Sister Sullivan, Grand Guard, and Sisters Kidd, Love and Mormon, of Division 103, I organized Surprise Division, No. 2, at Danville, Ill. Sister Kidd, presenting her transfer card, became a charter member, and was elected President of the Division. The usual routine of work completed, the invitation to the evening entertainment at the hall was accepted and an enjoyable social was given us. The presentation of a bible from Division 127, O. R. C., was the most impressive feature, and established a fount of "True Friendship" at the beginning between the two Divisions. A meeting for the next morning was arranged, which proved a very pleasant one. Dinner with Sister Sullivan, and a good-bye was said to these new Sisters.

On April 30, assisted by eight of the Sisters of Division 40, "Lake City" Division, No. 94, was organized at Erie, Pa. We worked late, on account of not beginning on time, and were pleasantly surprised, as we completed our work, to be called into the dining room where supper was ready for all the Sisters and many of the Brothers. The enjoyable occasion was interrupted by the Buffalo Sisters' departure. After all were served and had long lingered at the table, we said good-bye and good night, with a hope to soon meet these Sisters again. A drive over the city, taking in the Soldiers' Home on the lake, was enjoyed next morning. At 12 o'clock I departed for East Syracuse, N. Y., where on the 2d I organized Arbutenac Division, No. 95. These ladies had everything arranged to begin work at 1 p. m., and did themselves great credit in so readily taking up the work. The evening was given to public installation and social enjoyment. Many Brothers participated, and all were served with cream and cake, and were interested in the encouraging remarks from the Brothers of Division 43. The quiet Sabbath with Sister Dally gave me a much needed rest.

Early Monday morning I left Syracuse for Albany, where on the 5th I was to organize. On the evening of the 4th I had the pleasure of meeting the ladies whose names were on the charter list. At 1 p. m. on the 5th the work was begun. We were just called to order when an alarm at the door, answered by one of the ladies, we were much surprised to have summarily ushered in a real, live goat, the compliments of Brothers Packard and Burhaus being attached to the rope by which the goat was led. The ladies behaved beautifully, and I truly believe the goat was more frightened than the ladies. The first question, "what to do with the goat," was decided, and we continued our work, and in due time Albany Division, No. 36, was instituted. We were taken from the hall to the home of Sister Ellsworth, President of the Divi-

ion, where the decorator and caterer had been at work all the afternoon. The rooms were beautiful, indeed. The national colors and the colors of the Order were in evidence, and the tables were beautiful and so arranged that all could be seated at the same time. Brother Ellsworth was deserving of the praise received for his work. All did ample justice to the "feast." Public installation in the evening, followed by an interesting musical program and some interesting remarks, and dancing, completed the day. Thanks to Sister Rhodes for her parlors. On the morning of the 6th, a merry party of the Sisters met at Sister Ellsworth's, and we enjoyed the opportunity to meet these Sisters again. After dinner a party went to the capitol and enjoyed the beauties of that magnificent building and the view of the Hudson. From the capitol to the train, and good-byes said, I was on my return.

In response to kind invitation from Genessee Division, No. 79, I stopped over at Rochester. The 7th was given to the Division work, and the evening's entertainment by Sister Connors, participated in by the Sisters and Brothers of Rochester, was one long to be remembered. Dainty refreshments were served, and the speeches from both Sisters and Brothers were enjoyed by all. The kind remembrance of Division 79 will never be forgotten. I greatly appreciate the gift, but not more so than the true spirit of Sisterly appreciation which prompted the giving. I was to have enjoyed the pleasure of seeing the beautiful city of Rochester next day, but the weather being unfavorable, and much work awaiting my return, I bade the Sisters good-bye and left Rochester, reluctantly, for home.

May 16 I reached Pittsburg, and was pleased to meet Sisters from Altoona, Harrisburg and Erie, and Sister Dallas, from McKee's Rocks. With the assistance of these Sisters, I organized what promises to be one of our largest Divisions. We began work in the morning and at noon were invited to partake of a dainty lunch, served by the Brothers of Pittsburg. A unanimous vote of thanks was heartily given the Brothers. One p. m. found us again at work, and when evening came we were pleased that Robert Pitcairn Division, No. 9, was organized. The parks and other places of interest were visited next day, and all pronounced the meeting at Pittsburg a most successful one.

May 21st the Conductors' wives of Derry, Pa., were organized, and Endeavor Division, No. 24, began its history, with every indication of future success. The assistance of the Altoona Sisters was greatly appreciated. The evening entertainment was a social success, and Sister Phillip's home was ours for that evening. The Brothers who were in, honored us with their presence, and I am sure did not regret meeting us upon that occasion. All accompanied the Altoona Sisters to their train, and we said good night only, as we were to meet again next day.

On the 23d we had the pleasure of meeting in the Division room of Lakemont Division, many of the Derry Sisters accepting an invitation to be present. The meeting was one of great interest to all. At its close we were found by several Brothers of Division 172, O. R. C., and took a car for "Lakemont," the pride of Altoona. Truly a prettier spot cannot be imagined. At Lakemont was first conceived the idea of forming Lakemont Division. The mountain air served as a tonic to prepare us for the good

supper the Sisters had ordered for us. Saying good-bye to the Derry Sisters, as they must go into the city to get their train, was next in order, after which we went to the pavilion, and were entertained by lovely music and beautiful dancing. In response to the kind invitation from the Brothers of 172, the whole room full of Sisters presenting themselves, was positive proof of the appreciation of the invitation, and a meeting of much benefit and pleasure was enjoyed by all. After supper with Sister Weston we said good night.

We were called in the early morn by Sister Rhineheart's alarm, to get our train for Harrisburg, as the 25th we were their guests. Sister Miller, from Pittsburg, having joined us, we entered the train and were soon on "the road." Only those who have enjoyed the hospitality of the Sisters of Division 47 can form any idea of this event. We were taken from the train to the home of Sister Ross, where many of the Sisters were assembled. After the enjoyable dinner with Sister Ross and her guests, we went to the Division room, and one of the most beneficial and in every way enjoyable meetings was held. At the close of the meeting cake and cream were served in the hall. Truly it must have been the "month of flowers." So many were given me I was compelled to ask assistance to get them to the train. Their fragrance is gone, but the memories of the occasion cannot fade. The return to Altoona was very pleasant, and the next day, after having dinner with Sister Vance, we left for Pittsburg, where we were to spend the evening with Sister Rice.

The 27th was the date for organizing at McKee's Rocks. There were Sisters from Pittsburg, Derry, Altoona, Harrisburg, and Sister Barber, from Toledo, to assist in the work. An early beginning enabled us to complete our work in time to meet the Brothers of 201, O. R. C., at hotel at 6 p. m. This feast! and only those present can understand or even imagine the true courtesy of these Brothers. Everything imaginable was provided. It is unnecessary to state our appreciation was great. We all did justice to "the feast," and many kind words were expressed for the Brothers of 201. Public installation at the hall was next on the programme. One of the most touching incidents was the presentation of the bible to "Olive Branch" Division, No. 96, by the Brothers of 201, with the earnest pleas that the Sisters be guided by the precepts of "The Good Book." We were entertained by some practical remarks from both Sisters and Brothers. It could be truly said the day had been one of perfect enjoyment. The beautiful present from the Sisters of Olive Branch Division will be cherished as a great treasure. Good-bye was said, and in the forenoon with Sister and Brother Dallas we visited the hospital to see Brother McDermott, whom we found much improved. This being the meeting day of Division 9, I greatly enjoyed meeting with them. Truly it can be said they are growing, nine ladies presenting themselves for initiation, and the new Sisters doing the work very creditably. Finally, I must bid the east good-bye, but hope in the near future to meet those good friends again.

June 16 I was the guest of the Sisters of Division 25, Chicago, O., and had the pleasure of meeting these Sisters and their guests from Garrett, Ind., and Newark, O. One of the pleasures of the day was an invitation from Jennie Smith, the railroad

evangelist (who was holding meetings in Chicago, O.), to visit the meeting, which invitation we gladly accepted; adjourned early and went in a body to the church, and were much pleased to hear "Our Jennie" speak, even for such a short time as we could give her. The evening entertainment was greatly enjoyed by all, and all the visitors pronounce the Chicago, O. Sisters royal entertainers.

The morning of the 19th I left Chicago, Ills., in company with Sisters Sewell and Crumly, who were to assist in organizing at Aurora, Ills., upon that date. Arriving at Aurora we were pleased to meet many Sisters from Galesburg Division, No. 15. The welcome we received from the Aurora ladies, the perfect arrangement for our comfort and pleasure were greatly enjoyed by all. The work completed, an evening of music and literary entertainment was given us. Refreshments were daintily served, and a very pleasing social time was interrupted by the arrival of our train. We said good-bye, anticipating meeting many of these new Sisters in Chicago at the Union meeting.

The invitation to the School of Instruction from White City Division is one of the great events in the year's history of our Order. We anticipated meeting the Sisters from the Divisions located in that vicinity, but were not expecting to see so many from the far east, west, north and south. The register showed 208 in the Division room, and I think no one passed Sister Ott without registering. Kansas City, Indianapolis and Aurora sent the largest delegations. I will not enter into detail, as all will be written by the different correspondents selected for that purpose. The perfectly detailed arrangements of these Sisters were commendable. The benefits derived from these union meetings are along lines of improvement, education and advancement.

The invitation of the committee of Federated Organizations of the Norfolk & Western Railroad at Roanoke, Va., was accepted with pleasure, and July 15, 16 and 17 I was their guest, the beautiful Hotel Roanoke being my home while in the city. Nature has done much for Roanoke, but the natural scenery in all its grandeur could not be compared with the true "southern welcome" we received. To the south we owe the first public recognition the L. A. to O. R. C. ever received, being invited for the first time to a place on the platform and assigned a place on the program, with the representatives of the Order to which we are auxiliary. The idea of the local committee in including the Ladies' Auxiliary in the Roanoke meeting will receive the unanimous and heartfelt appreciation of all Auxiliary workers. The courteous recognition will be an incentive to urge us on to better work. We have placed the responsibilities of this work upon Sisters fitted for the task—those of unblemished character, of high ideas, of rare tact, of sound judgment, and splendid ability, and nothing less than success will satisfy them. When we shall have achieved the success for which we have labored so persistently we shall always consider with grateful appreciation the recognition we have received in Roanoke. It is our "mascot," and we highly prize it.

The meeting of Crystal Spring Division on the 19th, was another pleasant event. This was followed by a union meeting of all the Auxiliaries in the city. There were present members from the

Auxiliaries to B. of L. E., B. of L. F., B. of R. T. and O. R. C. This was one of the most pleasing features of the whole southern trip. The many pleasures of the Virginia visit will be remembered by all who participated in them. From the enquiries regarding the Auxiliary work, I anticipate several new Divisions south in the near future.

To those who promised they would be with us in the insurance when we made it a success, we can say, now is the time to fulfill your promise, as the last report shows the success of this feature, beyond a doubt.

MRS. J. H. MOORE, G. P.

Toledo, Ohio.

Editor Railway Conductor:

We have been in existence about six months, and we often find ourselves asking the question, What did we do with our time before we had an Auxiliary? It is such a genuine pleasure to me to belong to the L. A. to O. R. C. that I cannot resist the temptation of saying so through the columns of THE CONDUCTOR. We are a band of thirty. The angel of death came among us soon after organizing, and one of our loveliest members was called to her reward.

We have had the good will of the members of Indianapolis Division No. 103, and not a little assistance also. I hope we shall be able to show the Brothers before the year is out, that we are a help and not a hindrance to them.

Our Division was well represented in the school of instruction given by White City Division, eight of our members being present. The ladies of White City Division are to be congratulated on the very able manner in which they conducted their work. The drill of the Order was given in a splendid style, and as entertainers they cannot be surpassed. I enjoyed every moment of the time, and I trust if we are permitted to assemble again, that Sisters Weston and Reinhart of Lakemont Division, Altoona, Pa., will not fail to be there. Sister Weston's party was so large that at the last I don't think she could "count even noses." I hope Sister Reinhart will postpone that trip on "the Hudson" until we meet again. Taking it all in all, our visit to White City Division was instructive, enjoyable, and a pleasure which will not soon be forgotten by S. G. S.

Indianapolis, Ind.

Editor Railway Conductor:

Division 76 has added two new members since our last writing. We now have with us Sister Buck, of Kimball Division, whom we esteem very highly, and we trust she may remain. Many of the Sisters have been east enjoying the hot weather and listening to the hum of the mosquitoes, something we are not troubled with in this beautiful city of Raton. The days are quite warm at present, but the nights are simply grand.

Sister Summers has returned from Kansas City improved in health and looking as good as new. Sister Bresnahan and husband have returned from visiting points of interest, feeling much better for the trip, though they did go away during the great rush on the Santa Fe. Sister B. says "when you want to have a good time and enjoy life, take your husband with you."

Sister Hanford was in Chicago at the time of the union meetings, but failed to attend, which was quite a disappointment to us all. Hope our President will bring many instructive ideas for the good

of the Order. Sister Parker will soon return, weighing more than when she left Raton. Sister Harbaugh is visiting friends in Colorado Springs. Sister Fugate and husband are out prospecting for gold, and expect to be gone some three months.

The mum social given by us recently at the home of Sister Bresnahan, was the jolliest affair of the season. Cards furnished the ground work of the fun, and any one who spoke before 10 o'clock was made to pay a fine of five cents. (Just imagine the many fines that had to be paid by the ladies, as it takes more than five cents to keep them still when they have anything to say.) Refreshments were served later, and quite a sum of money was added to our treasury. Since then we have been making a quilt which we shall finish Wednesday, at the residence of Sister Hanford.

Sister Nicholson has been summoned to Sedalia by the serious illness of her brother. Our sympathy is with Sister and Brother Clark in the death of their infant son.

MRS. C. W. B.

Raton, N. Mex.

Editor Railway Conductor:

Prompted by a sense of duty, I seek permission for a few remarks regarding Detroit Division No. 44. Referring to our membership, it would scarcely be an exaggeration to state that each meeting adds a new member to our list. Some of our members have been somewhat delinquent in attendance, but we hope to be more prompt as the intense heat declines and all have taken their out of town trip.

Tuesday, August 11, will witness our annual outing, which is the social sensation of the present time, and equal enthusiasm is manifested in both L. A. and O. R. C., to make it a delightful event. Arrangements are placed under competent committees selected from each Division, which is equivalent to saying that success will meet their efforts. Sugar Island being the selected place, seems more lovely and inviting than ever before, and new phases of facilities and amusement strike the visitor favorably. Prizes will be awarded to contestants in the various games and races that will form a part of the program.

Some of our Sisters were afforded the pleasure of attending the school of instruction in Chicago. Our Secretary being one of the fortunates, read a very interesting report at a subsequent meeting, giving valuable information regarding numerous matters pertaining to the Order. Those whom circumstances detained at home more deeply regret their absence since hearing her glowing account and the freely extended hospitality of the entertaining Sisters.

Our last social was given by Sister Brock, at her home, and the spacious lawn was the scene of delightful festivities. Delicious refreshments were served, and all proved to be an encouraging success. The occasion afforded an opportunity, which was improved, to raffle a tidy, previously donated to the Division by the kindness of Sister Beam. Tickets were sold to the amount of \$11. Sister Whiting being possessor of the lucky number.

A vote of thanks has been tendered Sister Beam for this replenishment of our treasury.

Detroit, Mich.

MRS. C. W. HITCHCOCK.

Editor Railway Conductor:

We have at last succeeded in organizing an Auxiliary to Division 144, May 21 last, being the natal

day for the new Division. The work of organizing was conducted by our Grand President, Mrs. J. H. Moore, assisted by Mrs. George Nance, Mrs. John Reinhart and Mrs. McCurdy, of Altoona, all of whom proved to be masters of the art, and their beautiful rendition of the work charmed us all. They also seemed to be well pleased with the interest shown by the seventeen newly initiated Sisters. Two of our charter members could not be there. Sister Cunningham has been initiated since and Sister McElvey has joined, so when Mrs. Miller comes and takes her obligation our number will be twenty-one. There is not very much material here for us to work on, but if the Sisters will all speak to the wives of the Brothers, I think we can secure some more good workers.

Sister Ada McElvey has been seriously ill, but I am pleased to be able to report that she is recovering, and we hope she will soon be out again. Sister George Bryson's babe is very sick, but we are in hopes that it will soon be better.

At our last meeting in June our Secretary read a cordial invitation for us to attend the union meeting in Chicago, but it was then too late for any to go, though some of us would have been glad of the opportunity had the invitation reached us earlier. We have a fair attendance and all seem pleased with the work.

The following are our officers for the first year: President, Mrs. Paul Martin; Vice President, Mrs. Milton Phillippl; Sen. S., Mrs. Mary Wingard; Jun. S., Mrs. James Conley; Guard, Mrs. C. Shaffer; Sec. and Treas., Mrs. Joseph Bennett; Executive Committee, Mrs. George Bryson, Mrs. Austin Shaffer and Mrs. Scott Cunningham.

All visiting Sisters will find our latch string out.
Derry Station, Pa. LEAH SHAFFER.

Editor Railway Conductor:

For two months the members of White City Division of the L. A. worked to make their union meeting a success. The dates set were June 23 and 24, and at last the morning of the 23rd arrived, and we knew that our dream was about to be realized. The heart of every member was in a flutter, for each one knew that there was any amount of hard work before her, and that so much was expected of Chicago that she must do her very best so that the Sisters would not regret their visit. Those of our Sisters living in Blue Island were on the reception committee, and were at the hall by 1:00 p. m., to meet the visitors and assist them in procuring pleasant quarters. Our President, Mrs. J. M. Sewell, opened the meeting with an address of welcome, at the close of which she handed the gavel over to our Grand President, Mrs. J. H. Moore, who took charge until closing time. All were greatly pleased to have our Grand President with us, and found much pleasure in listening to her address. Sister Zeigler, of Fort Wayne, favored us with a recitation, and our only regret was that she made her bow so soon. Sister Moore then gave way to Sister W. C. Turner, of Cairo, Ill., President of Insurance, who gave us an address upon that always interesting topic. She invited all the Sisters present to speak their minds freely on this question, and to ask any questions they wished, as Sister Sewell would answer them if she could not. It was not long until all present were interested and many misunderstandings were cleared up. Some of the Sisters had thought that as the insurance depart-

ment was not incorporated, its policies would not be held legal, and had failed to join for that reason. Sister Sewell soon proved to the Sisters that their fears were unfounded, and we feel convinced that they went home firmly believing the insurance to be a good thing, and ready to take out policies. Some morning Sisters Turner and Sewell will awake to find that their work at the meeting has brought them more business than they can handle.

On the evening of the 23rd, we gave a reception to all the visiting Sisters and their husbands, and to the members of Divisions 283, 41 and 1, of the O. R. C., and their families, at our hall. It was well attended and we truly hope that they found as much pleasure in being with us as we did in having them present. We had a very nice program including several selections by Eddy's orchestra: a piano solo by Miss Bessie Kroy; vocal solo by Sister McGuire; piano solo by Miss Harriet Huntington; mandolin and guitar duet by the Cox Brothers; Miss Ella Buckmeister gave a declamation which pleased the ladies greatly, and the song by little Edna Morgan was deserving of all the praise it received. A drill by the staff of our Division closed the program, and it was so highly praised that the members could not but feel proud that their efforts to please had been so successful. Much of the credit is due to Sister Sewell, whose abilities as a drill master, and patience in instructing, made the results possible. After light refreshments had been served, the evening was given up to dancing, and to the renewing of old acquaintances and the making of new.

The next morning Sister Moore opened a school of instruction which proved to be not only interesting but full of value to the 110 members present. When our Grand Vice President, Sister O. N. Marshall, arrived, the school was given into her charge, with equally good results. Sister Sewell followed with an address urging the advantages of insurance and the duty of all to join, for the benefit of their Sisters, if not of themselves. For the afternoon meeting we opened in due form, but, under dispensation, put aside the regular work and brought into membership Mrs. S. H. Davis, Mrs. J. S. Hilley, Mrs. P. M. Glennon and Mrs. M. E. Tracey. Following this, the school work was again taken up, and the question box, in charge of Sister Sylvester, of Cleveland, Ohio, was opened. It was found to be full, and a lively discussion resulted, which could not fail to be of benefit to all. Sisters Place, Kirkhart, and Kroy, of Division 100, and Sister Ely, of Detroit, then came forward, each bearing in hand a bouquet of beautiful flowers, which Sister Ely, in a few well chosen words, presented to the Grand Officers present, Sisters Moore, Marshal, Turner and Sewell, as a token of love from all present, and an earnest of their well wishes. The meeting closed with many regrets from the members of our Division. The attendance was beyond our highest expectations, and we trust we shall all meet again in Los Angeles next year.

Monday, June 22, there was a daughter born to Sister York. This is the first baby born to Division 100, and at our regular meeting, on July 8, we took up a collection to buy the little one a present. May she live long, marry a conductor and join the Auxiliary. We found great pleasure, at the same meeting, in taking Mrs. McMahon into our Division. She makes our roll embrace just fifty names.

Chicago, Ill.

MRS. OLA E. DEE.

Editor Railway Conductor:

We were getting ready to give a May hop when the sad news reached us of the death of Sister Wilcox's kind and loving husband. This threw a gloom over everything, and our hearts went out to our dear Sister in her hour of affliction. Time, the great healer, helped us pick up courage to go to work again. We gave our ball June 3, and it was an entire success.

We were invited to attend an O. R. C. picnic given by Division 227, O. R. C., of Lincoln. Division 246, O. R. C., of this place, was challenged to play a game of base ball. Of course, they accepted the challenge and played; but Brother L. E. Pratt had the misfortune to break one of his fingers. After the ball game was over, there was dancing, to the loveliest music we have had the pleasure of hearing in a long time. Truly the Lincoln people know how to entertain, for we all had such a good time.

We have eighteen members at present, and expect three or four more applications next meeting. Wymore, Neb. MRS. R. A. PENNINGTON.

Editor Railway Conductor:

No. 66 is still holding out at the same old stand, where we will be glad to welcome any Sister visiting in our beautiful city. On account of the very warm weather, our attendance has been small, but through the courage of our President and a few others, we have been able to hold all our regular meetings. Am glad to be able to report that our membership is increasing, though it is but slowly.

Last March we gave a free social to all the O. R. C. men and their families, and on July 30 we gave another for the benefit of our treasury. Ice cream and cake were served on the beautiful lawn surrounding the home of Mr. Stall, the father of our President, and a silk quilt was disposed of at the same time. The evening was spent very pleasantly and quite a sum was raised for the Division.

Since you last heard from me, the homes of Sisters McCormac, Hardesty and Perry have each been made happy by the addition of a young conductor. In behalf of Division 66, I congratulate these Sisters. MRS. B. L. SHEKELTON.

Bloomington, Ill.

Editor Railway Conductor:

Will you allow me to make my initial bow and tell you of a Division of which I am proud, Pine Cone Division No. 67?

It is not the Division meetings of which I shall write, leaving that for the correspondent, but of a club composed of the members. Last fall a few of us met and formed an Emergency club, which meets once in two weeks, having good sociable times, which have done much to bring the members into closer bonds of sisterly love. On July 1 the club met at the beautiful suburban home of Sister Sawyer. The writer was delayed and was late in getting out, and so had full benefit of the pretty sight that met her eyes as she came up. Tables were under the shade trees and the ladies in airy costumes, were at whilst, while our dear little hostess flitted about seeing that all were having a good time. Sister Edgerly hovered about the group with that great camera trying to find a good view, when all were still: vain attempt. The Sister who wants the plate, kept moving up, while another Sister tried to make two tables in one. The Secretary told me she never moved or spoke, but there

was no keeping the others still. At last, when the game was finished, the camera woman corralled the crowd, and after the Secretary hid her feet behind her mamma, there was some chance. The President put on a sweet smile; all the rest looked their prettiest: the dog drew a long breath: the camera did the rest, and we are immortalized. Then the tables were set out on the lawn with loads of good things. (For Sisters, this was a picnic meeting.) All brought something good, and when all was ready it was a lovely sight. An immense center piece of ferns, white roses and moss, and corner bouquets of roses and lillies made the table most beautiful, so a picture of it was taken, and after all had eaten another was taken. The hostess had provided ice cream, coffee and a mammoth watermelon, and Sister Pratt made it immortal in the picture. In the cool of the evening they boarded a city bound car, feeling that it had been a day long to be remembered, a day to bring us nearer in the bonds of kindness and sisterly love, a day to make us tolerant of the faults of each other, and generous advocates of their virtues. On the 15th we go to have a clam dig with another member. And, Sisters, let me tell you, we do more than have a good time. We put in our ten cents, and when a member is ill she is cheered with flowers and visited by the Sisters. If this finds a place I may venture again. Portland, Me. PALMS.

Editor Railway Conductor:

Feeling somewhat lonely, and thinking of no better way to reach all of the dear Sisters of Denver Division No. 23, I will write and trust to your generosity in allowing me space in the columns of that dear old CONDUCTOR, knowing as I do that no one who has ever knocked for admission has been refused.

We have no Division here for the reason that Division 23 now claims all of Pike's Peak Division's head officers. Sisters Moody, Bartlett, Gilmore and Briggs, as I remember, held the higher offices here and the membership was so small in number no interest was manifested in the work after their departure, and consequently the charter was removed. I feel very much interested in the O. R. C. ladies here. I have met but a few as yet, and find them very congenial and wholly capable of enlisting in the work, and think with the aid of Division 23, we can start out with a goodly number of charter members.

Mrs. Eckman died at St. Francis hospital June 28. Her sudden demise has cast a gloom over her immediate neighborhood, as they speak in highest terms of her. She was the wife of Brother J. W. Eckman, of Division 244. As the time of the funeral had been set I called at that hour, but found that a telegram had been received from her mother in Mississippi to bring the remains there, and the husband, sister and little boy, who had scarcely realized his deep loss, a mother's love, as yet, started on their sad errand. As I stood there and looked at the home, a beautiful one, made so desolate, and as I was told of the husband almost frantic with grief, I thought of the home of our Sister, wife of J. W. Jones, where forty-five of the Sisters in a body had followed and carried flowers and almost filled her grave with them. How it must have strengthened that father and his dear children to see so many in tears with them. I want to ask all of the readers, do you not think as I do, there is need of an Auxil-

lary here? The bonds of affection that are brought out in an organization of that kind can never be realized until you have become a member.

I must say that I was delighted to hear of Sister Ragon's good fortune in winning first prize in mystery story of Rocky Mountain News. I have no doubt that her sweet face has been missed in the capital city of Ohio, and may I voice the sentiments of all that what has been their loss is Division 23's gain. As she has spoken so highly of our Denver people, I heartily join her in singing their praise. All who come this way will receive a cordial welcome; our doors are always open to them.

First of all I thank Brothers Gardner and Bartlett and Division 44 in general, who so kindly remembered us in time of need. Never for one moment can we forget the favors granted by both Divisions. Mr. Landis joins me in wishing both Divisions prosperity, and may the lives of every one be spared so that not one will be missed when we shall return to them. Soon we'll return to Denver and in her boundaries live.

Only think of her grand receptions that to her heroes she gives. Nowhere in all this broad land will you find such a whole souled people who will grasp you by the hand and cast a glance of recognition that you well may understand. Why did I leave Denver? 'Twas fate ordained it so. Just wait until we get our silver President and back to Denver we'll go.

MRS. A. H. LANDIS.

Colorado City, Colo.

Editor Railway Conductor:

Again the pleasant duties as correspondent of Division 46 come. We are progressing nicely and the members all feel greatly encouraged. Since my last writing we had a visit from Sister Wiltse, which we enjoyed very much, for there is no one that Division 46 is more delighted to welcome.

Sister Wiltse went to Grafton to organize a Division. "Valley" is the name of it. I think they have forgotten a correspondent as we have not heard from them yet.

Our meetings are not so well attended as they might be owing to the warm weather. Some of the Sisters have been visiting and some have been sick, but I hope they will be with us again soon. Sister Shiply was with us at our last meeting, after an absence of one month, visiting her home and friends.

Sister Rector is home again after a visit to Pittsburgh and other places.

Sister Schmutz, our Secretary, and Sister J. S. Knee, our Vice President, have been very sick for the last two weeks.

I think some of the correspondents are neglecting their duties, as there are only eleven Divisions of the 20 represented in THE CONDUCTOR this month. The O. R. C. boys are doing better than we are. No one likes to read THE CONDUCTOR better than I do and I would like to meet one and all some day. Sisters visiting in Cumberland will receive a cordial welcome.

MRS. J. W. WALSH.

Cumberland, Md.

Editor Railway Conductor:

Bridge City Division is getting along nicely, and I can safely say that all the members are working in harmony, ever remembering their obligation and showing due respect to their faithful President.

Our Sisters who were so fortunate as to attend

the union meeting at Chicago, speak in highest praise of the enjoyable and profitable meeting.

Our Division is much interested in insurance. Our sub-agent has not missed a meeting this year; she sees that all assessments are paid in proper time.

We had the pleasure of having Sister Alice Crans-ton of Mt. Tacoma Division 35, visit with us a few weeks ago. We extend a cordial invitation to all Sisters who may visit in our city to meet with us.

I read with care, the anticipations of the beautiful day dream of the Brother from Covington, Ky. His plans are fine, especially when he speaks of "under certain conditions the women may be admitted with them." This is the home for which all good O. R. C. men are looking. What man would accept a comfortable home and allow his poor wife to go to the poorhouse because he is gone and no one to care for her. Now, this home would not be complete without an annex for the ladies, just as our Order is an annex or auxiliary to the O. R. C. If you do not locate your home at N, just take the Panhandle and come back a few miles to the beautiful city of L.

You will find it in the Hoosier valley,

The home of our railroad men, so dear:

You will find it the City of Bridges,

Which span our beautiful rivers clear.

You will find here an Auxiliary, if they could only vote and pay

To this grand Home you speak of, you would surely come this way.

The chief who named our city has long since passed away,

But the beauty of Logansport you will hear of next May.

—A FAIR MAN.

Logansport, Ind.

Editor Railway Conductor:

Since my last letter to you there has several things happened which may be of interest to your readers.

First our birthday party, although the general invitation sent through the CONDUCTOR was not accepted, those sent out personally were most all returned by proxy, that is the little sack, and some of the answers were quite original as well as poetical. This was especially true of one that came from Denver and the envelope had the stamp of the Dew Drop mine upon it, but the author was too modest to sign his name. It was a great social success and we were well pleased with the financial part, for we cleared the neat sum of \$65.00 for our treasury. We are more than thankful to all who remembered us.

Then we have had several small sociables since, each one a success in itself and serving to bind the orders more closely through their social relations.

Sisters Anderson, Hamling, Warrensford, Guy and Smay attended the Union meeting in Chicago and had such a good time, and gained so much useful and new knowledge, besides settling some disputed questions, that we, who had to stay at home, feel that we missed a great part of our lives, and we are all hoping there may be another meeting just like that one, only with the difference of a few degrees of heat.

The Sisters all speak in the highest terms of love and praise of our Grand President, and all express the wish that she may hold that office as long as there is an Auxiliary to make that office a necessity.

We celebrated our anniversary with a picnic, and oh! what a time we had. It was 95 degrees in the woods and 105 in town, so they said, and we believed them. You all know all about picnics, but you don't know how picturesque a man looks in a ladies bathing suit, and we do.

I presume your readers have all heard about the terrible disaster at Logan on the 11th of July, causing the death of twenty-seven and as many more injured, so I will not attempt to give any description of it, but think it one of those awful calamities that is beyond the power of us weak mortals to prevent. The engineer and conductor are both earnest, Christian church members, and no man stands higher than these two, and why this awful accident was permitted, God alone knows, and when we, too, have passed over the "dark river," this mystery, with all the others of our lives, will be made clear and plain. And our wonder will cease, for we shall know and understand that He doeth all things for the best. These trials, or similar ones, will come to us all. Let us open the windows of our minds to let the broad sunshine of forgiveness enter, with charity for our neighbor's infirmities, sympathy for their afflictions, and above all, love for mankind.

CAPITOLA.

Boone, Iowa.

Editor Railway Conductor:

No doubt many of the readers of *THE CONDUCTOR* would like to hear all about the meeting held in Chicago June 23 and 24 by White City Division, L. A. to O. R. C. The 23d was reception and banquet day, and as I did not arrive until the morning of the 24th I missed a good deal. I was informed by those who were there that they had a grand time, there being over 500 present. Chicago Division No. 1, Charles Murry Division No. 233, and Major Morris Division No. 41, Blue Island were well represented by both Brothers and Sisters. There were Sisters present from all over. The Grand Officers present were: Sister Moore, G. P.; Sister Marshall, G. V. P.; Sister Sewell, G. Chairman, and Sister Turner.

The meeting held was for instruction, and many questions were brought up and discussed during the morning session. The afternoon was regular meeting day for White City Division and all were

anxious to see the Sisters go through the work—and I will say, if any Division understands it any better than they do, with sister Sewell as President, I would go a long way to see it. The floor drill was grand.

The question of insurance was brought up and discussed with a good deal of interest and several took out policies. I think we should do so, at least all that feel they are able. The cost is very small, and how much good it might do some poor motherless children, and it might prove a blessing to many others.

During the afternoon, Dr. F. M. Ingalls, of the Disabled R. R. Men's Home, called and invited all that could to call at his office. The morning of the 25th, at 10 o'clock, he escorted us to Highland Park, where he has an office to attend to the business connected with the Home. Here we met his wife, with whom we fell in love at once, and I think she is one fitted for the position she holds. I cannot say too much in praise of the Home and the way it is carried on. It is located in a beautiful park, and there is not a more beautiful spot around Chicago. But the Home is not large enough to accommodate all that have made application. There are nine already there and eight have applied. But five more are all that can be accommodated with the present capacity. I talked with all the inmates and they seemed well pleased and said they had everything done that could be to make it pleasant and comfortable. All that was lacking was contentment of mind. And now, dear Sisters, let us try and do all we can towards getting a larger Home.

Since I was there I got up an ice cream social and cleared \$15 and sent it to help a little. If we would all do a little something we could soon have a nice comfortable Home for them all.

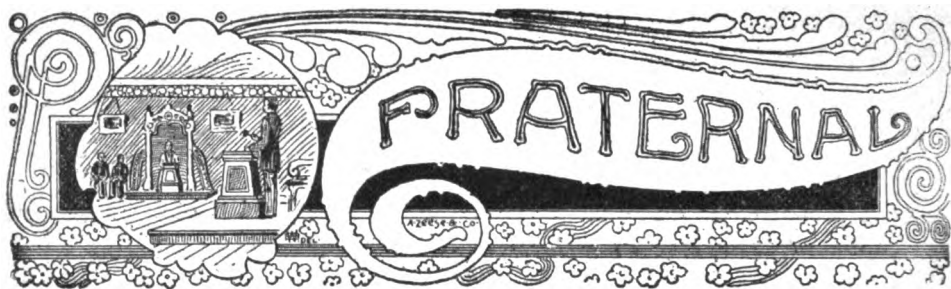
Before I close I will tell you I had a card, also a package containing a beautiful dolly, from Sister Ragon, of Denver, and I was so glad to learn she was improving so nicely and hope to learn soon of her being entirely recovered and being able to return to her old home and friends once more.

Sister Sewell, President of White City Division, Chicago, is visiting among the ladies of Cedar Rapids and hope she will tell us, through *THE CONDUCTOR*, all about it and how she likes our city.

Cedar Rapids, Iowa.

MRS. T. B. WATSON.





Editor Railway Conductor:

Do the employes on railways favor the free coinage of silver? Surely not. It is inconsistent that with their usual good judgment, they should favor a policy that would lessen the purchasing power of the dollar with which they are paid. The most enthusiastic advocates of free coinage admit that at once the price of every commodity would advance. It is true some of them claim that wages would also be increased—that is, after a while. The uncertainty as to this latter fact, however, together with our own experience in procuring an advance in wages, will at once arouse all the vast army of voters employed on railways in the United States, on the side of sound money.

While I think railway men as a rule are as firm in their political convictions as any class of our citizens, I believe that among no class of the great industrial army of this country, is there more patriotism, a greater regard for our national honor, or as a class a larger number of deep thinkers, or men better qualified to decide as to that which is for their best interests.

In reply to the argument that free coinage would benefit the debtor class, the railway employe will realize that he is not one of these. With very few exceptions indeed, are railway men in debt; on the contrary, 75 per cent of them have a little something laid by for a rainy day. Every dollar of this little store of hard earned savings, would now, or in the future, should the sound money party be successful in the coming election, be paid by the savings bank, loan association or other custodian, in gold, upon the simple request of the payee. How would it be should the free silver party come into power in this country? Would savings banks, etc., pay us on deposits in gold? Not on your life, except at the premium that gold would at once command upon our adoption of the free coinage of silver, at a ratio of 16 to 1.

I say the railway man does not belong to the debtor class in this country. Let us think of this a moment. Who are the debtor class? Is it the poor man? or the laborer skilled, or unskilled? Certainly not. Few of these owe a dollar in the world. The man who works for wages, upon receipt of his pay on Saturday night, or at the monthly pay day, either hands the necessary amount to his wife, with instructions to pay the bills, or as in many cases goes to the grocer, the butcher, etc., on his way home from the factory, shop or train, and pays every dollar he owes before the sun sets on the day upon which he drew his pay.

No, my Brothers, it is the so-called rich man who belongs to the debtor class. He can go to the bank and procure large loans, depositing therefor as se-

curity, collateral of doubtful value. If he is successful in his wild schemes he makes immense profits, and pays the banks large rates of interest. In many cases success does not come to him; then what; bankruptcy, assignments, finally a settlement at so many cents on the dollar. In the meantime the family of this poor victim of hard luck, are living in their beautiful residence on one of the finest residence avenues in the city. To all appearances they enjoy all of the luxuries of life, as of yore, while the expert financier and head of the family, is settling with his creditors, or getting extensions to tide him over until the day of free silver, when he may pay his debts in dollars worth only half as much as when the debt was incurred. Can it be possible the hard working, debt paying laborers in this country will cast their votes to aid such people as these? God forbid.

Milwaukee, Wis.

R. O. JEARDEAU

Editor Railway Conductor:

Like Brother M. D. Felkner, I have not troubled the columns of *THE CONDUCTOR* for some time on account of the fact, as it appeared to me, that your space was taken up each issue with communications of a much more newsy and weighty nature than anything I could offer. In common with all well wishers of our organization, I am pleased to see and read, each month, letters from all over the country that bespeak growing strength and prosperity for the Order of Railway Conductors. The only unpleasant feature that I find with the Fraternal Department is that so many correspondents write under assumed names. This should not be, as many of the ideas offered are excellent ones, and from a literary standpoint, many of the communications would command space in any publication in the country.

Brother Felkner's proposition in your June issue is one deserving of attention between now and the next meeting of the Grand Division. If the quotation which he assumes to take from the "Daily Pusher" could only be made a realization, I am sure that every delegate at Los Angeles would be heartily in favor of his scheme. I have one or two ideas myself for the betterment of the Order, which will be promulgated in due time. To request, even for a moment, the attention of our members in the United States at the present time, would be futile, in view of the almost distracting discussion now going on over the money problem. After reading Mr. Borland's article, which appeared some time ago, dealing particularly with this question, I was almost willing to believe in the soundness of the views as put forth by the devotees of the free and unlimited coinage of silver. How-

ever, Secretary Carlisle's speech in Chicago altered my opinions; but I am again somewhat an admirer of the white metal, the result of reading Congressman Towne's speech, delivered in the House of Representatives. I am sure that for the next few months, at least, any other than this one great problem will receive scant consideration at the hands of the American people.

I wonder how many members there will be in the next Congress representing the great labor interests of the United States. They will be few, I will venture to predict. What a lesson all who are identified with the cause of labor, can derive from the political standing of the labor interests in the Australasian colonies and through England. In those countries the labor party is a power, and the head of any of the great organizations is on an equal footing with a bank manager or a railway president.

The paragraph which appeared in the April number conveying the news of Brother Wellington Sprague's appointment to an official position on the Maine Central Railway, was, I am sure, a source of gratification to his large contingent of friends throughout the Order.

Brother Wilkins, A. G. C. C., paid Division 47 a visit some time ago, and I thoroughly agree with the opinion of your correspondent from Denver, "Hot Tamales," that our Assistant Grand Chief Conductor is a gentleman. The time of the foul and slangy orator is gone, even in railroad circles.

Notice already that some of the members are arranging to attend the Grand Division in Los Angeles, in May, 1897. After leaving Atlanta, I received instructions from the general passenger agent of the Canadian Pacific Railway to take charge of the Pacific Coast Conductor's excursion train at Minneapolis. My duties, as custodian to the party, began at the boundary limit and continued to Vancouver. This train was gotten up by members of the Order principally in California, and was without doubt, the grandest affair of the kind ever carried out on this continent. They traveled a greater distance than ever accomplished by one train before. An immense war dance by a large number of Indians (some of them remnants of the Minnesota massacre of 1882, and participants in the annihilation of General Custer's command in the Big Horn in 1876), opened the festivities at Moosejaw. A grand drive, banquet and dance was given to the party at the magnificent hotel at Banff, in the heart of the Rocky Mountains. The journey terminated on the Pacific coast, with a magnificent spread given by the Canadian Pacific, on board the Empress of Japan, one of the beautiful steamers plying between Vancouver, China and Japan, owned by the company.

The fishing and hunting along the line cannot be equalled. Brother J. H. McCormack, of Reno, Nevada, could not resist the temptation of trying his luck with the rod at Banff, with the result that in one hour he landed forty-one beautiful trout. I have the same spot in the river in view for that prince of good fellows and ardent disciple of Isaac Walton, Brother Thomas McBee, of Asheville, when he comes this way. I cannot too strongly commend to all visitors and delegates to Los Angeles, to include the Canadian Pacific Railway in their itinerary. Delegates and visitors from the New England States can take the road at Boston. Those from the south and west can reach the line at Minneapo-

lis. There is no doubt the convention will be an epoch maker in the history of our organization, and there is only one thing greater than the hospitality of Californians, and that is the area of California itself.

The Order of Railway Conductors on the Canadian Pacific Railway, has lost by death two of its most upright and honorable members. Brother Christopher Boyce, of North Bay, and Brother James Stewart, of Vancouver, have recently departed from this earthly sphere. Brothers Boyce and Stewart were honored and trusted by their fellows, and their early demise is a matter of sorrow to us all.

JOE FAHEY.

Winnipeg, Man.

Editor Railway Conductor:

This letter is directed to every brotherhood man in all this broad land. How shall I address myself to you at this time? I wish I had the proper amount of wisdom to do so effectually. It seems to me there cannot be a single man in all the brotherhoods, or a solitary woman in all the auxiliaries, but is of one mind as to the absolute need of the "Home," and hence of one desire to see it built up. To think otherwise would be in effect, to insult the intelligence and the heart of the railroad fraternity. Taking it for granted then, that all are in accord with me in this view, I want to come to every individual member, man and woman, and talk in dead earnest. The time has come when action, and not mere words of sympathy and good will is demanded. I have no fault to find as yet with the way the contributions come in to meet the current running expenses of the "Home." We have been able to meet the everyday expenses and keep out of debt, but we are now at the parting of the ways: we are crowded for room: our house is full, and we have quartered some in tents under the trees. This we can do while warm weather lasts. What are we to do with the men when cold weather comes? As President of the Association, and as President of the Building Committee also, I cannot get the consent of my judgment to run ourselves in debt for a more commodious and proper Home. We should have a building practically fire proof because of our paralyzed inmates: our experience thus far warrants the estimate that at least 50 per cent will be thus.

Now then, this question is put to every man and woman as said above: Shall we have this building? It is for you to decide—yes, you. I am willing to give my time and toil, and all I ask of you is 50 cents, and that is all in your life time, so far as the building fund is concerned. I will not only give my time and labor freely, but I will do more. I will bind myself in ample bonds to the amount of at least \$50,000 to secure the brotherhoods against any loss of their half dollars, this bond to be approved by the First National Bank of Fort Dodge, Iowa, and deposited with any of the Grand Officers of the brotherhoods that may be designated to hold it.

Now, the vote of the members will decide this matter. These votes are half dollars. If these votes are not forthcoming, shall I not take it for granted that I am no longer wanted in this business, and of course, should step down and out? This would in a measure suit me, for I would like not only to rest, but to have a little time to straighten up my long neglected business a little, so as to leave my affairs in some decent shape when I go hence. But in God's name, and in the name of humanity, and in the

name of the "Home," and of the Brotherhood, do not neglect these poor, unfortunate and helpless men. Put some one in my place who is more efficient, and in whom you have confidence. Let not this grand, this Christ-like, this real true brotherhood work stop. Send not these men back to die in poorhouses, or to become a great burden to their lodges and friends, when they can be so easily cared for as now.

Oh! Could you all come here and see for yourselves how comfortable these dear, but helpless men are, and how they do appreciate and enjoy this "Home," not a soul of you but would be willing to give twice and more than we now ask of you.

My dear Brothers, what more can I say? For reasons I cannot conceive, in the minds of some, and especially with some of the officials of the auxiliaries, there has existed a coldness towards the "Home." To them and all others I will simply say this: I speak from what I see and know. I am often here. You are never here; you speak from hearsay, and then from those, too, who are never here, and in fact, may have never visited the "Home," and know nothing of its inner workings. Ought not my "say so" to be of more weight than hearsay and prejudiced "say so"? Have I any possible motive to cover up? Now, then, on the honor of a man that is jealous of his reputation; of a Christian man and lover of the unfortunate, I will say that I know these men are well cared for, and are far better off than they could possibly be, were it not for the "Home." I know (taking all things into consideration) that the contributions are as honorably handled, and as economically used—and to my mind more so, than in any institution of like nature. And when I find this is not the case, and I cannot correct the wrong, I will not remain with it a day longer. But "the die is cast." The responsibility is now with you. What will your verdict be? I have said above that I ask a half dollar from each member of the Brotherhood as a building fund. I am somewhat in doubt about this giving us enough money to buy proper grounds and put up such a building as we shall need. And then again, would it not be more in accord with equality, and even justice, to ask of the B. of L. E. and the O. R. C., one dollar, and of the B. of L. F. and the B. R. T. fifty cents each? Besides, can we hope to reach every member and get his quota? Would not many—yes the most of you—give a little more than your exact share rather than to see a failure, seeing the amount from each is so small, anyway?

Yours, L. S. COFFIN, President.

Editor Railway Conductor:

I was very much pleased to see the interest taken in my last letter by some of the Brothers, and trust we shall hear more from them in the future. I see that "Dinnie" wants a few more particulars about my air brake questions, so that he can understand them somewhat better. My idea was to demonstrate that the engineer had held his brake set while hoisting with the derrick, and did not release it until he started to back up, then as he only backed up thirty-five feet, he did not have time to recharge his auxiliary reservoirs, so when he made the next application he did not have his full braking power. This was done for some time, until I went to the engine and told him to release the brakes as soon as he had stopped, then he would be all charged ready for use when he started to back up. Now, I

ask another little question that is sometimes quite important if its answer is known and given the proper consideration. When a man wants to use air pretty badly, how long must you wait after making an emergency application and releasing before you can again apply the brake and get the full power? Another: On an application with a fifteen pound reduction in train line, can we get another application immediately after release? If so, what reduction will we have to make in the train line pressure?

Now, boys, help "Dinnie" out on these.

Some of our Brothers attended the meeting of Worcester Division 27 held July 26, and had the great pleasure of meeting our most worthy Assistant Grand Chief Conductor, Brother C. H. Wilkins. They report a very successful and entertaining meeting, and were very much pleased with the remarks of Brother Wilkins, showing our progression during these hard times. Brother Wilkins is going down Nova Scotia way, and will be close to New England for some time. He spoke very strongly upon the duty every member owes to the Order, and says that not only should he pay his dues, but he should also give the Division to which he belongs the benefit of his presence when he can do so. Brother Wilkins also emphasized that lots of worthy men who are now outside the Order, could be brought into the fold by a little judicious solicitation upon the part of our members. In numbers of city terminals there are men who are only waiting to be asked to join, and then they would jump at the chance to get in where they now have an idea that they are not wanted. A little earnest study of the different members of our craft will enable us to approach them and point out the way in which the Order can be beneficial to them, and they make a corresponding aid to us in our efforts to help ourselves and those dependent on us. We want all these worthy men, and I think that a committee of solicitation of composite Divisions would do a good deal to get the desirable timber in every conductor's room in the country.

I see that the different political parties have settled the nominations, and now it is our duty to follow the nominees in this struggle and decide for ourselves which side will help the workingman the best. We must not decide the question from a selfish point of view, but look at the question in its national sense, and try to drop a ballot in favor of free coinage of labor, looking toward a ratio of eight hours for one day. The opponents of labor will never agree to such a thing until driven to it, so it is necessary for us to find out which side is against labor and then bury them next November. Free silver and gold or only the gold standard are not going to benefit the workingman materially, no matter which side wins, because at the present time our industrial system is run contrary to the best teachings and interests of mankind. Everywhere we see the effects and efforts of consolidation, which goes to show that co-operation is the only feasible way by which the laborer can get anywhere near a just percentage of the products of his efforts and still be a help to someone else besides himself. Governmental operation and ownership has demonstrated that the people can get a more economical service, the employees get a more just rate of wages and better conditions of employment, owing to the fact that the essence of co-operation consolidates the different branches of the govern-

ment, and thus showing us that, notwithstanding the cries of paternalism, socialism, anarchism and the like, it works a benefit for all and robs no one. It seems to me that labor has got to realize these facts before long, and if Wall Street hasn't taken our suffrage away as "B" intimates in his comments, I think we will be wise enough to extend such a just system gradually, until we have taken in all forms of industrialism. Then we can safely say that we have made some progression in dealing with the labor problem. I see the gold men are using some pretty far fetched arguments in support of their theories, and attribute the number of unemployed to our immigration; they say European pauper labor is driving American labor to the wall, but one of our bright young Boston speakers gave them a bad one Sunday, when he spoke in a Lynn church, saying, "They don't want the European pauper labor over here, but they want the gold standard tools used in Europe so they can make some pauper labor over here."

I think he hit the nail pretty near on the head, and until I hear or read some better arguments than I have heard already, I shall continue to believe that silver is the ally of the workman to some extent, while gold and its controllers are invariably arrayed against him.

My wife tells me that the coachman has set the barn afire, so I will have to leave with a dipper of water.

"122."

Boston, Mass.

Editor Railway Conductor:

Since the panic of '93, it seems that our fair state and people are doomed to death and destruction in some way or other, for we scarcely recover from one shock before another is upon us. This time it comes in the way of cloud bursts and terrible floods, more particularly in the vicinity of Morrison and Golden, which occurred on the 24th and 25th of July, leaving death and destruction in their path-way. Some thirty people are known to have perished, and others were left homeless by the wild rush of waters. Railroads suffered great damage all over the state. The U. P., D. & G., we believe, suffered the heaviest loss, having seven miles of narrow gauge track and roadbed just west of Golden completely destroyed, so the towns on this line are without rail connection, and the Gulf road will lose many a dollar, and many a tourist will be disappointed at not having seen the famous "loop." The Florence & Cripple Creek road was also a heavy loser by washouts. Brothers Ingling, Ryan, Morse & Co., of the "loop" runs, came near having their jobs washed away, as did Brother Dick McGaffey, who had his little line to Sun Set swept out of existence some two or more years ago, and it was never rebuilt.

Division 44 has not been doing a very rushing business of late in the way of making Order men, but we are doing as well as could be expected considering the slack business that all the roads are doing. The stock business is all over, and our boys have but little, save the coal and "spud" harvest to brighten their hopes, and this adds but few more crews.

A committee from our Division, consisting of Brothers Hinkley, Sadd, Pratt, Clay and Shinn, was appointed to consult with the ladies of Division 23 and arrange for a picnic. Rocky Mountain Lake the place and August 12 the date, were decided upon.

Brothers Hinkley, Sadd and your humble scribe visited the ladies at their Division room, at their regular meeting July 24, and were royally entertained and treated to some delicious maple ice cream, (a new dish to the writer,) with cake, for which they have the thanks of the trio. A committee consisting of Sisters Hinkley, Holbrook, Conboy and Dalton, was appointed to work with us, and the selection was a wise one, for the quartette are hard workers, and business from start to finish. The two committees met at the lovely home of Sister Dalton, where we spent a very pleasant afternoon indeed. The ladies' committee were all there, but only ourselves and Brother Hinkley represented Division 44. Sister Dalton was prepared for the occasion, and supplied us with the choicest morsels of the pastry art, in the shape of "devil food" and "angel food," with excellent coffee, all of home manufacture. We sure enjoyed it, Sister D. Division 23, we dare say, can turn out more and finer lady artists in the culinary line than any body of its size. We know whereof we speak.

After returning from a political gathering a short time since, we fell into a troubled slumber, and while thus engaged, dreamed we were a poet, and on arising jotted down a few verses that we chanced to remember.

Our people are crying for silver,

Our Rockies are full of the same:

So restore the White Metal at 16 to 1.

And we will be right in the game.

Colorado's great crash in the year '93,

Caused poverty, sorrow and pain:

But with Bryan and silver, at 16 to 1,

We'll be strictly "in it" again.

For our wagons and trains would be loaded

With supplies going into the mines:

And returning would bring out the rich silver ore,

To make into dollars and dimes.

"The hog train's annulled," our orders would read,

"This train will not any more run:"

For there's plenty of work for all "car hands,"

To haul silver at 16 to 1.

Brother Lon Pierce, our popular depot master, started on a visit to his old home in Ohio July 24.

Brother George Tyler has a "bran new girl to tell his trouble to.

Brother Andy Ingling is visiting relatives and friends in the east. Better keep on visiting, Andy, till the "washouts" are declared off.

Brother Chap Virden is running Nos. 11 and 12, Denver to Leadville, with a spike-tailed coat, and new russet shoes of the live end of a needle persuasion.

Brother Austin Sadd and wife returned from San Bernardino, Cal., where he has been working for the Santa Fe system, but has ninety days leave of absence. Austin says "California is very nice, and so is Colorado," the latter being his preference.

"Rocky" Huffsmith, an old time Denver conductor, who was brakeman on about the first train that ever entered Denver, and ran a passenger train between Denver and Cheyenne many years, we learn, by a letter from his brother, is lying crit-

ically ill at St. Paul, Minn., having been given up by two physicians.

Brother Charley Fowles, who gave up railroading several years ago, and engaged in farming near Fort Collins, is again engaged in the railroad industry, as captain of a freight crew on the D. P. Brother "Red" Harris also has charge of that "relic of old dacency," way car 202, on the same division. Brother Jimmy Greiner, Brother Steinmetz and your humble servant started "batching" in this old mark one winter in the early '90's, but in footing up our liabilities "pay day" discovered we would be money in pocket by boarding at the Windsor or Inter Ocean, owing to the number of tourists of the "car hand" persuasion without "the price," partaking of our hospitality. Then Brother Greiner always insisted on washing the dishes, which created a jealousy between Brother S. and ourselves, so to avoid any hard feelings we disposed of "our outfit" to the highest bidder and declared our intentions against looking any deeper into the mysteries of a bachelor's life.

Our Division is under obligations to our old schoolmate, Charles Huffsmith, of the Evans Courier, for printing and other favors connected with our picnic. May he live long and become rich.

If our picnic is not a success, blame it on the correspondent, for we figured as one of the committee last year, and it proved to be a huge failure.

Thanks for the compliments paid us in regard to our letters in THE CONDUCTOR, both by our members and the members of Division 23. We hope all are satisfied, but we fear not. It is not as easy a task to write for a monthly publication as one might imagine, that is, and make ends come out right, for you might say for instance, that Tom is braking for Bill Jones, on the "hill run," out of B-, and Dick is clerk in a saw mill at C-, and Harry has charge of an engine in the night yard at Broken Link, and when the publication appears a month later some one will say, "that ain't so: I saw Tom two weeks ago in Paris, Texas. He was fired long ago, and Dick's brak'ing on passenger out of D-, on the Cornfield Central, and Harry's on the 'hog' train. They pulled off an engine at Broken Link, which put him on the extra list, so he quit," so one can readily see how these little "kicks" originate.

We are glad to see our old friend "Doc" Graves, of the Gulf, administering the #00 signal the past month. Success, "Doc."

Brother John Kissick is expected home from the Salida hospital the first week in August, and is reported as being in a fair way to recovery.

Denver, Colo.

HOT TAMALES.

Editor Railway Conductor:

Monon Division No. 89 is once more in mourning. We mourn the loss of Brother C. E. Campbell, passenger conductor of the C. O. & S. W. Brother Campbell was a devoted husband and father, and a worthy Brother. We extend to his wife and family our heartfelt sympathy.

We are called once more to chronicle misfortune to our friend and Brother, J. B. Bird. His brother, James Bird, lost his right hand while switching in the L. & N. yard last week.

F. W. Gault, one of our old passenger conductors, who has been trainmaster of the M. & M. division for the past seven years, has returned to take passenger train on first division. This throws Brother C. S. Ashby on Knoxville Division and Brother Pete

Benneker first extra on both divisions. We hope for better luck for Brother Benneker, as his health is very poor and he is not able to run through freight.

Brother Joe Robinson, one of our passenger conductors, and his lady, have gone for their regular summer outing at Brighton Beach.

Brother H. C. King, after quite a siege with rheumatism, went to work June 15, and is now off with a broken leg and sprained ankle. He hopes to be able to work soon.

Brother J. D. Keen, of L., C. & L. division, is spending a few weeks at Manhattan Beach.

Brother D. M. Caldwell is back at his old post local and extra passenger on L. C. & L. division after several months' work as yardmaster at Mobile. We welcome you back, "Spud."

The new mode of discipline which went into effect on the L. & N. on June 1st, and which Brother Clark discussed in July CONDUCTOR, seems to be filling the long felt want of some better mode of punishment, than we formerly had. Four or five of our men have had their names, or rather notice of accidents in the glass case.

The Illinois Central has taken charge of the C. O. & S. W. railroad, and made some changes. W. J. Harahan is made superintendent; Brother R. Morgan has been reduced from superintendent to trainmaster. One of the first notices issued by Second Vice President and General Manager Harahan was that the ten per cent reduction of wages of the C. O. & S. W. employes would be discontinued from August 1st. This is the first southern road to voluntarily restore the ten per cent to its employes. Superintendent Harahan was formerly division civil engineer of first division L. & N. All the L. & N. boys wish him success and Godspeed in his new field of labor.

Business is duller on all roads, especially the L. & N., than was ever known at this time of year. There are the same number of crews now that were in service during the winter, with every indication of two and possibly three crews being pulled off in a few days, unless a rush should come.

Brothers in search of employment, keep clear of the south, as all our roads are overstocked with men now, and with the looked for success of "free silver," no telling where our business will go. Some of our old men will be on the hog train. Give us a high tariff, restriction of foreign immigration, a good, sound dollar, good for 100 cents anywhere, and we will see our roads prosper, with plenty of work for the Brothers and no idlers.

Louisville, Ky.

OUT O' SIGHT.

Editor Railway Conductor:

The "shadow of death" hovered over the home of Brother Robt. D. Hunter, of Division 209, July 19, when he passed over to the side from whence no one returns. The deceased was with us about two years, and was known as a quiet and peaceable man, but very reticent as to his personal affairs. On June 11 he left the caboose to go over the train, and either fell or was knocked off, near Torbert, about one hundred miles east of El Paso, on the G. H. & S. A. railroad. He wandered around a great deal during the night, but was finally picked up by Brother Merriman, on the west-bound passenger train, in a demented condition and severely bruised. He was taken to his home, and in a few days was all right, physically, but his brain suf-

ferred a shock from which he never recovered, to the last. In this pitiable state he was seen by his friends, who did everything in their power to make things comfortable. His wife bore up wonderfully under the terrible strain, and for six long weeks looked after his every want, as only a woman can. The expression, "Be ye always ready" is called to my mind in this case, by the fact that there was no insurance of any kind, and that the deceased dropped from the K. P. simply to transfer, and had put everything off until some other time, not thinking that that time might never come. There are others, members of this organization, who could heed this warning, take time by the forelock and see that the dear ones left behind are left financially fixed to battle with want. At the funeral, the Rev. A. M. Elliott, of the Presbyterian church, officiated. After a short service, in which he pictured the life and dangers of railroad men, the friends were given a last look and the remains were taken to Concordia cemetery. An elegant cross and wreath from Division 69 surmounted the casket and Brothers Merriman, Welch, Mack, Hawkes, Smith and Peterson acted as pallbearers. Members of the O. R. C., B. L. E. and K. of P. were in attendance. Division 69 extends its gratitude through these columns to Mesdames Lessor, Aitken, Marks, Connelly and others for their aid and sympathy to the grief-stricken wife in her hour of need. McELROY 69.

El Paso, Tex.

Editor Railway Conductor:

There were a great many of the members of the different Divisions on the Norfolk & Western railroad system who were unable to attend the union meeting of the federated organizations that convened at Roanoke on the 15th inst., on account of the rush of business on the road. I now take pleasure in telling them of the program and the perfect success the meeting met with.

On the morning of the 15th each brotherhood held a secret meeting in its respective Division room, after which the Hotel Roanoke and St. James hotel served an elegant dinner for the boys. The federated organizations then convened in the Academy of Music, at 2:40 o'clock. The house was crowded to its utmost capacity and the meeting was opened with an overture from Devon's orchestra, followed by a divine blessing invoked by Rev. Dr. Carson, of Greene Memorial. An address by L. S. Coffin, President of the Railway Home for Disabled Employees in Chicago, came next.

The officers of the organizations, the reception committee, Mayor McClelland, Major Sands, vice president of the Norfolk & Western, and R. H. Soule, superintendent motive power of the N. & W. R. R., occupied the stage. C. E. Welsz, of New York, Secretary of the National Railway Protective League, acted in the capacity of master of ceremonies.

In behalf of Mayor McClelland and Governor O'Ferrall, of the state, W. A. Glasgow, in an eloquent speech, welcomed the visitors to the Magic City of the south.

Mrs. M. E. Cossell, of Cleveland, Ohio, Grand Vice President of the Ladies' Auxiliary to the B. of L. E., rendered a couple of nice selections, with her daughter as accompanist on the piano.

F. P. Sargent, Grand Master of the B. of L. E., made an able speech of one hour and twenty-five minutes. Mr. Welsz then introduced A. B. Gar-

retson, Grand Senior Conductor of the Order of Railway Conductors, whose able address held the interested attention of all present.

V. Fitzpatrick, Third Vice President of the B. of R. T., and W. V. Powell, Grand Chief of the O. R. T., closed the program with short but forceful talks.

The evening exercises began at 8:00 o'clock with prayer by Dr. Carson, followed by P. M. Arthur, Grand Chief of the B. of L. E., who spoke about fifty minutes. Mrs. J. H. Moore, Grand President of the Ladies' Auxiliary to O. of R. C., next addressed the meeting and in a forcible manner explained, as only woman can, the grand work done by the organization of which she is President.

On the morning of the 16th a secret meeting of the various orders represented in the Federated Organizations was held in the Odd Fellows' hall, and lasted until 2:00 o'clock. The meeting was presided over by C. M. Kidd, Chairman of the General Committee of B. of L. E. The grand officers of the different Brotherhoods spoke well and gave good advice which I hope all will profit by.

The manager of the Hotel Roanoke gave us an elegant supper. There were about one thousand people present. The great ball room was filled to overflowing during the early part of the night. The first thing on the program was an overture by Prof. Devon's orchestra, followed by a song by Miss Ransom, after which Mr. Sargent delivered a most interesting address, in which he took occasion to return thanks to the people of Roanoke for the grand reception tendered the visitors. Music again started up and dancing commenced. The grand march was led by A. B. Garretson, of the O. of R. C.

The officials of the N. & W. R. R. gave us an excursion from Roanoke to Grottoes on the 17th. The train left the union depot at 8:30 a. m., with ten coaches and more than eight hundred people on board. On arriving at Grottoes, the crowd went to Weyer's Cave, about three-fourths of a mile from the depot. The excursionists spent about two hours exploring the cavern and the subterranean passages of the cave, after which dancing was indulged in at the pavillion, near the base of the mountain. The excursionists left Grottoes at 6:00 o'clock p. m., and arrived at Roanoke at 9:45 o'clock.

Crewe, Va.

H. J. P. Kello.

Editor Railway Conductor:

We are being considerably broken up with changing around here and there. Brother John Heater is on the Manitowoc branch. Brothers F. G. Webb, W. H. Dana and myself, from Division 259, and Brother J. J. Evans, from Division 211, have had to move to Stevens Point from Waukesha, on account of putting four regular crews on Nos. 21 and 24, running between Stevens Point and Chicago, two hundred and fifty miles. We make a round trip every four days; fifteen hours rest in Chicago and two days at home, which makes it a pretty good run. Brother Levi Horn is running varnished cars between Milwaukee and Rugby Junction. Brothers J. C. Jackson and M. McClain are on the main line. Brother C. F. Merrill is in the extra passenger service. Brothers R. C. Palmer and J. K. Pelton have the stock run on the Chicago division. Brothers E. E. Thew and George Faulk are with the helper engine at Fond du Lac. That leaves Brothers Joe Melvin, M. Palmer, John Kent, A. D. Finch, W. I. Bush, H. L. Evans, A. Edwards, J. M. Thompson, John Quest

A. L. Larkin, Ira Yantis, Bert Mjelde, E. Sweeney, Thos. H. Cahill, R. C. Hooley and Frank Plumb in the chain gang. Brother F. V. Braden is running out of Milwaukee on the C. & N. W. Brother Dan Miller is running a train somewhere in Michigan, but I cannot call to mind the locality. I believe that accounts for all members of Division 259.

I was promised at one time that, if I would consent to my wife joining the L. A. to O. R. C., I could have, or would have, the "O. Why" degree conferred upon me. I have never received it. O. Why?

We had the pleasure of having our Grand Senior Conductor, A. B. Garretson, with us last week. He explained federation, by request of a member of Division 211, so that some looked upon it in a different light. Brother Garretson says he finds the Order progressing finely, membership increasing considerably the past few months.

In the matter of insurance I hear quite often some member wishing he had taken out another thousand or two before the age limit was passed. All who have been in the Order long enough to see the difference of our plan of insurance, the cost, etc., compared with any other insurance procurable, find it the best and cheapest of them all for railroad men. Brothers, partake while you have a chance.

C. E. HILL.

Waukesha, Wis.

Editor Railway Conductor:

Wayne Division, No. 119, is traveling along in a pleasant and prosperous way, holding weekly sessions with good attendance and good healthy interest manifested. Saturday, July 11, quite a number of our Brothers had the good fortune to take our Assistant Grand Chief Conductor, Brother Wilkins, by the hand, and listen to his words of advice and wisdom. Brother Wilkins' stay was short, only lasting about two hours, but was profitable to us, and his coming is always hailed with gladness.

Our Division has not escaped the hand of sorrow, and we are again called on to offer our sympathies to one of our Brothers, who was unfortunate enough to lose his left arm just below the elbow. I refer to Brother L. D. Elliott, a conductor on the western division of the N. Y. C. & St. L. R. R. While attempting to couple his engine onto a car at Claypool, Brother Elliott's left arm was caught between the heel of the pilot bar and drawbar on car, and so severely crushed that amputation was necessary. Brother Elliott was one of the provident members of our Order, who believed in carrying protection against the dark days of adversity, and carried \$3,000 in the Mutual Benefit Department. Let me add right here, this is another good argument that every Brother should connect himself with our Benefit Department, because the unexpected is always happening, and the fact that one has been promoted from the hazardous duties of brakeman to the duties of conductor is no reason that he should not protect himself and those depending on his earnings, against accident.

Brother Ed Erickson is getting along as well as could be expected, but the ravages of that dread disease paralysis have terminated his career in train service. He is a jovial, wholesouled Brother, and bears his disabilities with good courage.

Brother James Craig, who has been in the employ of the Pennsylvania Company for thirty years, between Ft. Wayne and Crestline, and the last

eleven years in passenger service, has severed his connection with that company, and will devote his time to the real estate and insurance business. Jim is a clever man and we all bespeak for him success in his new venture.

Brother Thomas Coleman has embarked on the sea of matrimony, and is pleasantly domiciled at 76 John street. His latch string is always out for his Brothers and their families. May his ship never enter a storm, but glide through life without a jar and anchor him and the wife of his choice, after a life of usefulness, safe on the golden shores of eternity.

Business is very dull at present on the railroads centering in Ft. Wayne, and, of course, it makes applications for membership slow, yet we have two candidates for initiation and good prospects for several more. I wish the Order and its officers and members unbounded success.

R. B. EVANS.

Ft. Wayne, Ind.

Editor Railway Conductor:

Division 118 is still in existence and increasing its membership. We are working on an application for initiation, and will probably work on his "frame" August 16. "Billie" is getting quite foxy lately and we must give him something to do to tame him down a little. We also have a trap set for another candidate who will soon be among us.

Brother Clendennin is entertaining a conductor who reached Streator a few days ago. He has come to stay. Cigars fly through the air so thick as to nearly obscure the "son" from view.

Brother Crabb is suffering from getting three fingers badly pinched, but we are pleased to learn that he will not lose any of them. Brother Marshall has been laying off on account of walking off the end of a box car; the step being too long he hit on his knee and was laid up for about three weeks. He has resumed duties again.

All the Brothers that could get off, paid respect to our assistant superintendent's deceased wife, whose demise is noted in the Obituary Department.

The "wild cats" are making about three days a week now on account of business falling off. Brother Simms has gone on a trip to California for thirty days. He might bring back a mate; there is surely something in the wind. Brother Larimer is off for a few days' recreation from his Clark City run, and Brother Fink is filling the vacancy. Those Clark City specials are all O. K. for such as like them, but to the average trainman they get quite monotonous in a short time.

On account of slack business, a great many of the conductors are polishing wheels. Brother Marshall is Brother Anderson's clerk; Brother Johnson (the stock man,) is Brother Ferryman's head clerk; Brother Falardean is Brother Harper's head clerk; Brother Gates is here a place and there a place and here and there a place; on account of a crew being taken off he is clerking for Brother Larimer on the black diamond city special. But we should sympathize with Brother Quinn, as he has the rockiest run on the "III." He is hauling rock ballast west out of Kankakee. Brother Rundell has more sand than any other conductor on the system. Probably 100 cars per day out of South Bend would no more than cover his daily work.

H. B.

Streator, Ill.

Editor Railway Conductor:

Division 186 will, at the next meeting, elect a corresponding secretary. I hope we will secure one that will not miss writing something for each issue of THE CONDUCTOR.

Brother Bob Arnold was absent from the Division room at last meeting. This was such an unusual occurrence that a feeling of uneasiness was expressed by most of the members present. The writer being more anxious than some others, proceeded at once on adjournment, to find the absentee. When near his home, I met Brother Arnold. He was out airing the little fellows, among whom was a new conductor, who will run regularly to meet the ex-Chief, on his return home.

Brother George Lumpkin and family have been sick, but are improving. Brother Lumpkin is our Secretary and Treasurer. His books and records are not only an honor to him, but the greatest pride of the Division. There is no one loves the Order more than he, or who will make greater sacrifices for it.

Brother Keyes, of Avondale Division 334, was with us last meeting, and gave us a good cheering talk. Among the good things he said was that the ladies of Division 334 were organizing an Auxiliary, and want the ladies of Division 186 to join them. This is one of the best moves made for the good of the Order since I became a member. I feel sure that the missing link will be supplied, and there will be no more complaints for non-attendance; that a feeling of brotherly love will be shown among the members of the Order; the sick visited and helped, if needed, and we will be one family. Now that the ladies have promised to help us you may expect to see us at the next Grand convention with a delegation prepared to capture and bring it to Birmingham. Our auditorium will be complete then, and we will be able to entertain the convention as few cities can.

Fall business has begun to move, and the boys on all the roads smile when they see the signals displayed on the front of the engines. The Southern was so uneasy that they examined each man separately, to see if he had forgotten all he knew; quite a job to remove so much rust.

Supposing you will hear from our new correspondent soon, I am, A. G. S.

Birmingham, Ala.

Editor Railway Conductor:

Division No. 137 is in a very prosperous condition, and we feel quite proud of our record so far this year. We started in the first of the year with a debt hanging over our Division amounting to \$142. Today we are clear of all debts and have \$75 in bank to our credit. In the same length of time we have added thirteen members to our Division by initiation and several more by card, and we are now in better shape than we have ever been before since our Division was organized, August 31, 1889.

As I stated in my former letter, our Chief Conductor, Brother E. A. Smith, on taking charge of the Division, told us that he did not intend to let up until all the available timber in this neighborhood was used up. He has kept his word, and he is constantly on the lookout for good material to swell the membership of the Order. Much credit is also due to our worthy Secretary and Treasurer, Brother George L. Hay, for our prosperous condi-

tion. Being a fine scholar and a first class book-keeper, he is just the man for the place he fills, and we intend to keep him there as long as he will accept the office. The writer being one of the Division committee, can testify to the fact that it is a pleasure, rather than a task, to audit the books and accounts of Brother Hay, which are at all times open and ready for inspection, should any of the Brothers wish to see them. The wife of Brother Hay has been seriously ill for quite a long time, but we are pleased to note that she is on the high road to recovery.

Brother Jack Pemberton, the genial yardmaster at Council Grove, has the sincere sympathy of the Division in the loss of his little daughter, who died on the 9th inst.

A. J. Scow.

Osawatimie, Kan.

Editor Railway Conductor:

Quaker City Division 204 held their regular meeting today and put one candidate through, with four or five more to act upon. This Division is in a very flourishing condition, and it is to the shame of some of the members that they do not attend more regularly and help to keep the meetings up to the standard which the Division deserves. I am only a new member and am proud to belong to such a noble Order as our own, and I am sure there is not a member who does not feel the same way.

There is no better or more interesting place to spend an afternoon, and if you are not interested in the meetings, what is the use of belonging to the Order? Now, Brothers, get together, and see if we can't have a larger attendance. The Division is in good shape now and should be kept that way.

How about that excursion, is it dead? I guess Ash'y could stand about three conventions a month. How about it, Ash'y?

Brother K., how is the baby? Brother F., are you lame yet? I hear Brother F., No. 2, is going to get married sometime in the Fall (s) (of s.) Brother S. was quite sick in meeting, but I hope he is better by this time.

KICKER.

Philadelphia, Pa.

Editor Railway Conductor:

My efforts to give the news of Division 156, brought no small amount of criticism from some of the Brothers. They attempted to find who the correspondent was, but their efforts were in vain, so I will give them another chance at me.

Our excursion committee met at the handsome residence of Chief Conductor Harvey, and decided to have an excursion to Cooperstown, on August 29. A very fine selection, indeed. The attractions will be boat racing and ancient relics. Brothers Hugh Fulton and M. Keams will take part in a tub race. Chapman's base ball team have an engagement also.

Again the hand of promotion has been laid on one of our Brothers, Spencer Courtright, who has been placed in charge of a first-class train. Success to you, Brother. Our only regret is, he will be compelled to move to a neighboring town, and will be missed from the Division rooms. He is at present having a hard time to find a house, but reports land very cheap: he could purchase an acre for a song. Indeed, if he should sing, his musical voice would command many acres.

Brother W. W. Copeland has gone into the poultry business as a side line, and reports good luck.

Brother Frank Callender has been visiting an old acquaintance in Thompson, a farming country. He would like farming, but cold nights did not agree with him. He says the flat land is up hill both ways.

We are glad to note that Brother David Cobb, who has been seriously indisposed, is again on duty in the yard. All trains be governed accordingly.

Brother Calvin Wescott's lecture on faith cure was greatly appreciated by the boys at Scranton.

In a heated discussion over sound money platform between Brothers George Geary and Judson Callender, the latter held the floor by claiming that sixteen silver dollars were better to him than a sixteen dollar bill.

May the giver of all earthly good be with all the boys on the rail, is my earnest wish. GSEB.

Carbondale, Pa.

Editor Railway Conductor:

New River Division is having excellent attendance and is adding to its membership from first-class material. We took in two new members this month, Brothers J. J. Clifford and H. M. Crotty. We cannot but feel proud of these new Brothers, and hope their continuance with us may be both profitable and beneficial to all. There are prospects for our having six initiates for next month, and some of them will be "has beens," but they will be made welcome with us again.

As I have been visiting most of the month, I am not able to say much about the Division. It was my pleasure to visit Division 138 June 14, when they had an excellent meeting with a good attendance. They spoke of moving to Russell, Ky., which I think would be an excellent change. Russell is a freight terminal for both the Huntington and Cincinnati divisions, and now-a-days it is the freight boys who keep the ball rolling. I also had the pleasure of attending a union meeting conducted by the O. R. C., at Kenova, W. Va., June 21. It was very poorly attended for a meeting of this kind, though the boys say they usually have a very good attendance at their union meetings.

Brother R. H. Smith, while touring through Virginia on his bicycle, had the misfortune to fall and break his collar bone. We hope to see Brother Bob in his place of business soon, as he is very greatly missed. Brothers F. L. Cox and J. F. Smith have been visiting Ashland Division lately on business for 140.

Work is very dull with us on the C. & O. at present. We have not lost any crews as yet, and we do not want to, if it can possibly be helped. We think it poor policy for some to make all the rest nothing. All with us are good O. R. C. boys, and we must help them out during the slack run.

Hinton, W. Va.

W. F. ECHOLS.

Editor Railway Conductor:

My last communication contained the announcement of Brother Frasher's death and burial. Just a month and two days from his death Brother Phipps received draft for the amount of his policy, which he had the pleasure of paying over to the family a day or two later. If all Brothers would do as our good Brother Frasher did, there would be less appeals for help. I want to say to all Brothers that by helping yourself by taking out a policy, you are your own best friend, because you are

helping yourself to provide for your loved ones when you are gone, and at the same time your money is doing some other Brother's loved ones good while you live.

Brother Ed Hess, on last issue of summer schedule, was promoted to the pay car, while Brother Wm. Creveling was given the L. Branch news train.

June 25 fast freight on the L. & S. division was run into by one of the through coal runs, at Weissport, on account of no flag being out, wrecking both trains, also an empty train north bound, that was passing at the time. From the results of this, two conductors, a flagman and brakeman were let out. Neither conductor was a member of the Order.

Our Division had set the 5th of July for the Engineers to call at our rooms, but for some reason not at present known, they failed to materialize.

I understand Mrs. Wiltse, of the Ladies' Auxiliary, met with the ladies here July 1, on business, pertaining to the Auxiliary. I did not have the pleasure of meeting this good Sister.

Now, Mr. Editor, pull your hat down securely, for I am going to tell you something that will no doubt surprise you, and it is this: Delaware Division has had an application: I guess the first one in a long time. I trust, though, it is but the beginning of better things, and that the good work may go on until no material will be left to work on.

Ira C. Sherry Division, No. 147, had an excursion yesterday to Saylor's Lake, and I understand it was a success, numerically, over 500 persons taking advantage of the trip.

Our goat has become very fat, lying idle so long, but we hope with a few candidates we can get him down to good fighting trim.

In the July issue, some good Sister from Altoona, Pa., asks the question, "why so many Brothers who belong to the Order do not want their wives to join the Auxiliary?" I might give my idea why, but as my hair is coming out more rapidly now, naturally, I will refrain, and leave some other Brother to crack this hard nut.

W. C. ROWLAND.

Phillipsburg, N. J.

Editor Railway Conductor:

Our charter has been draped in mourning in memory of Brother Thos. McFann, and the deepest sympathy of all our members goes out to his grief-stricken wife and daughter. Although he had been ill a long time and his death was not unexpected, it was none the less a severe blow to those who were bound to him by the closest ties of love. Nothing that love could suggest was left undone for the aid and comfort of our dear Brother, but even the ministrations of wifely affection could not save him to us. The members of our Division did all in their power to comfort him in sickness, and when the end came, bore his remains to their last resting place. We can best realize the beauties of our Order when we remember what it has done for our unfortunate Brothers.

Brother Gordon is still confined to his home and is not improving as rapidly as we would like to see. Brother Brooks did exceedingly well under the treatment given him in Chicago and is now filling his place as of old. We all hope he will keep his health now, as he is needed in the Division room to fill the Secretary's chair left vacant by the

resignation of Brother Barnville. The last named Brother has been employed in the passenger service, and exchange of residence has been found necessary. Brother Newcomb tried a little athletic performance from the top of his caboose and it proved both serious and fortunate on his part. Brother Newcomb, we advise you to discontinue that undertaking since you are most too heavy for air-floating purposes.

The Auxiliary gave a lawn social at the home of Brother Depew, on the 28th ult., but not being present, I cannot give the particulars at this writing. Some of the Brothers are getting too slack about attending Division meetings. Remember, there is work at all times to be attended to for the benefit of the Order. Turn out, Brothers, if the weather is warm. Business before pleasure at all times.

J. D. P.

Garrett, Ind.

Editor Railway Conductor:

In reading the July number of THE CONDUCTOR I was pleased to see that Division 244, of which I am a member, was again represented in the fraternal columns, but I regret to find one of our members with such sentiments in regard to seniority. I have been in the employ of the Colorado Midland for several years, and can say that Division 244 has worked hard to abolish seniority on that road, and finally succeeded, January 1, '96. Now, if we had many members of "Dinnie's" ideas, I am inclined to believe that seniority would rule the Colorado Midland to-day, and the shiftless, worthless brakeman, who is waiting for seniority to promote him, would be running some of the trains that are now handled by good, worthy men, chosen from the ranks, as the Brother admits, by the right man in the right place. No seniority for me, please.

Now, for a word or two about Division 244. We have agreed to move from Colorado Springs to Colorado City, as the latter place is the terminal for all freight crews, and we can procure a suitable hall for one-half what it costs in Colorado Springs. We can put our money to better uses than paying it out for rental of elaborate quarters.

On July 31 we received a circular from our Superintendent, naming S. S. Morris as trainmaster, vice E. A. Baty, resigned. In losing Mr. Baty the boys lose a good friend, and I am satisfied that Mr. Morris will prove equally as good. Mr. Morris has been, for the past ten months, filling the position of first trick dispatcher for the Colorado Midland.

I must again refer to "Dinnie's" letter. This I do not like to do, as we are members of the same Division and working on the same road, but strangers to each other in the columns of THE CONDUCTOR. I wish to call attention to his illustration of the workings of the quick action brake. I only do this to prevent some Brother who is working on a level road and who has had no experience with air brakes from doing so. You will notice he says that to secure a successful application of air the reservoir must have a pressure of from sixty-five to eighty pounds. Now, any of our readers know that the reservoir pressure has nothing at all to do with the setting of the brakes; in other words, if you have a pressure of eighty pounds in the train pipe you may plug the reservoir pipe and (if your train pipe don't leak) you will not miss it until you again want to recharge the train pipe. Dinnie says that experience has taught him the

working of the air brakes. I have always heard it said that experience was the best teacher, but I think in this case he has been a little lax.

Now, a word to the boys working on heavy grades: where it is necessary to use the hand brakes in conjunction with the air, always turn up the retaining valve before setting the hand brake. This retains a pressure of air sufficient to keep the cylinder head against end of piston. If the retaining valve is not used, and you set the hand brake you pull the piston away from the cylinder head the length of the piston travel, then when the air is applied the cylinder head has a jump the length of the piston travel, often breaking the cylinder head or bending the piston: this applies to cars equipped with air to work with the hand brake. HULDY.

Colorado City, Colo.

Editor Railway Conductor:

The following donations to the Home have been received during the month of July:

14	.....	\$12.00	33	.....	\$12.00
40	.....	18.00	44	.....	5.00
52	.....	1.50	334	.....	12.00
54	.....	12.00	117	.....	12.00
128	.....	12.00	179	.....	3.00
68	.....	12.00	331	.....	6.00
81	.....	1.02	12	.....	6.00
87	.....	3.00	88	.....	12.00
18	.....	2.45	209	.....	12.00
90	.....	6.00	169	.....	4.00
162	.....	12.00	149	.....	3.00
363	.....	3.00			

Total.....\$181.97

O. R. C. Total.....\$181.97

B. L. F. Total.....176.62

H. R. T. Total.....210.33

B. L. E. Total.....151.00

L. A. to O. R. C. No. 44.....1.00

L. A. to B. R. T. No. 53.....2.75

G. I. A. to B. L. F. No. 33.....5.00

G. I. A. to B. L. F. No. 48.....10.00

G. I. A. to B. L. E. No. 126.....4.00

G. I. A. to B. L. E. No. 176.....3.00

Personal: Mrs. Watson.....15.00

" Mrs. Peacock.....4.00

" Unknown member B. L. E. No. 87, 1.00

Grand Total.....\$765.67

Highland Park, Ill. F. M. INGALLS, Sec'y.

Editor Railway Conductor:

It does seem to me that somebody in No. 1 ought to tell what a nice meeting we had last Sunday and fearing they will not think of it, I am going to tell about it myself.

We have had good meetings all this year, and our average attendance has been forty, but last Sunday we went the average ten better and had fifty, and among the visitors was Brother Jeardeau, A. C. C. of Division 46.

After the regular routine of business had been gone through, the Secretary read the circular invitation of the Union meeting to be held at Indianapolis August 30, and then we had a little fun, for when it was proposed to send a regular delegate, Brother Frank Stimpson (whom we were pleased to see with us after a long absence) got up, and in his characteristic way, opposed it. Then Brother Lacey spoke in favor of it, making a very fine speech, one to be proud of I assure you, and so it went on. Our Secretary, Brother Warren, also spoke in favor, and said Brother Lacey had voiced his sentiments better than he could himself, and in no time we had a delegate unanimously elected in the person of our worthy C. C. Brother Kilpatrick.

Brother Jeardeau gave us a splendid talk and told

what could and had been done in Wisconsin through proper legislation. We enjoyed his remarks very much, and hope he will come often. Would there were more like Brother Jeardeau in every Division. He promised to bring more members from 46 next time, and invited the Brothers of No. 1 to visit Milwaukee at some early date, and we are going.

Brother Warren having said a few words in favor of the Home for Disabled Railroad Men, and told of a visit out there the Sunday before, accompanied by Brother Goodman and wife and Mrs. Warren, was followed by a better account of the trip by Brother Goodman himself, who gave a glowing description of the cleanliness of the Home. His remarks were listened to with attention, and we hope and trust that the words spoken will fall on good ground and bring forth the best of fruit.

I hope all Brothers, when they visit Chicago, will not only visit our Division, but will take time to go out to Highland Park (on C. & N.-W.) and visit the Home and see for themselves what good work is being done, and then report to their Divisions. They need more room badly, and I hope that very soon they will be able to build a larger building.

If all Divisions of all orders would only give \$1.00 a month—\$12.00 a year—how easy this might be accomplished. Think of it, Brothers of all orders, and then act. Who knows what day we may be stricken down ourselves. God bless the "Home" and all who assist in keeping it up.

I am afraid that I am making this letter too long, but I forgot to say that one of our members, Brother Penfield, started out on a trip west or northwest months ago, and has not been heard of since. We think he must have "fallen by the wayside." If he should be found by any Brother, please tag him and send him back or tell him the Secretary would like to get that long letter he promised to write months ago, but, which so far, he has never received.

Chicago Division No. 1, has done a great deal this year in the way of charity, and we are thankful that we have been able to help some of our Brothers who have needed assistance.

"But the greatest of all is Charity."

And now good bye and don't forget to come and see us when you come to Chicago. You will be more than welcome.

C. H. W.

Chicago, Ill.

Editor Railway Conductor:

The July CONDUCTOR contains a letter from Sharpesville, Pa., by C. H. Peters, (if Brother, so state) relating to total abstinence, which should be read and heeded by all. We should be careful when proposing a person for membership to be certain that he will make a Brother fit to take into our homes and be received with brotherly love, and not wait until he becomes a member and then say, "He does not come in my class, so I'll just give him the cold shake."

Our meetings are now some better, and each Brother is on the move. We have one to take his initial trip at the next meeting, and expect three applications in by that time. Brother Mead, who has been on the sick list, is around again and following his usual vocation at the steel plant. Brother J. Marren is also improving, and shows up frequently in Lorain with a hearty handshake and a pleasant smile for all. Brother Zellner is also laying off on account of illness, though he is not confined to the house. Be very careful what you say

when you meet him, for he is as cross as an old bear. We sympathize with him and wish him a speedy recovery. Brother F. Marren has taken a layoff to see Buffalo Bill's show, at Cleveland, and has not been heard from to date. According to rumor, he has eloped with one of Bill's squaws, but the writer will not take oath to that effect.

Brother Myers is again with the C. L. & W. R. R., having resigned his position with the steel plant. The C. L. & W. is taking quite a number of the old men back, and I think it is a wise move, as one old man is worth more than two not experienced.

We are having quite a time getting local bylaws. The first committee was discharged, but it seems that the present one is waking up. At the last meeting one committee did arrange a copy, but it was laid over until the next meeting for action.

I must tell you of an amusing incident which happened to some of the Brothers recently. While laying in the Uhrichsville yard for a train, Brother Long had his caboose on the scale track. Brothers Hadaway, (of the gravel train fame,) J. Pepper, and several other railroad boys were visiting with him. The night yard crew had two cars to put on that track, so the usual drop was made, and of course the brakes were no good, and you all know what happened. Brother Long knocked the stove over. Brother Hadaway was thrown through the window (six by ten) and Brother Pepper went out the door down a twenty foot embankment, with Brother Hadaway a close second. Brother Long says the stove is O. K., but he had not found himself the last conversation the writer had with him. The rest all swear they will not visit with him again unless he protects them with a flagman both ways.

Brother Willmot and friends are arranging to camp out for a short time. The writer understands they intend to camp almost half a mile from town, at Beach Park. They have Nickel Plate tie passes, but must pass over the Black River, which will cost them five cents. They intend to sell peanuts and "bananocs" to raise the required sum. We all wish Brother Ben a pleasant time.

Brother Raymond has donned the blue and brass buttons, and is using the punch as extra passenger conductor, Brother Edwards filling his place on local. Brother Neiderhiser handles the bills on the opposite local. Reub is all right when it comes to running local.

L. O. RAIN.

Lorain, Ohio.

Editor Railway Conductor:

Among those who were called to their eternal home by the grim messenger of death this past month was John Connor, one of Rochester's most highly respected citizens, and one of the N. Y. C.'s oldest employees, who died July 18. He had been a resident of Rochester for the past twenty-five years, and had been in the employ of the railroad since 1850. Brother Connor was born in Adair, Ireland, June 22, 1837, and came to this country when only four years of age, and began his railroad career at the age of thirteen, as water boy on the Lake Shore & Michigan Southern. In 1857 he moved to Clyde, where the late Heman Miller, then road-master for the N. Y. C., offered him the position of track foreman, which he accepted. He served the company so faithfully and zealously in this capacity that he was soon promoted to conductor of the construction train, and in 1871 to the same position on a freight train. During the centennial year

Superintendent Geo. H. Burrows appointed him conductor of the Baltimore express, running between Rochester and Canandaigua, and in 1877 he was given a through passenger train from Rochester to Syracuse, on the Auburn road, which position he held until forced to resign on account of ill health, which he did in the fall of 1887. Brother Connor won a host of friends, not only in his railroad career, but among all classes, by his geniality and kind disposition and friendliness, and his ever ready willingness to help those in need. In his home he was seen at his best, as a devoted husband and father. His home was his kingdom. For a great many years he was a member of Division 8 of the O. R. C. He was also a member of St. Mary's Church. Deceased was 50 years of age at the time of his death. He is survived by his wife, Eva M. Ryphenberg Connor, to whom he was married in 1858, and an only child, Kittle, wife of W. W. Dake, of Rochester, three sisters and one brother. The funeral was held on the morning of July 21, from the family residence at 9:30 and from St. Mary's Church at 10 o'clock, and was one of the largest ever in the city. There was a profusion of beautiful floral offerings. A delegation from the Order of Railway Conductors and also of the Ladies' Auxiliary of that organization attended the funeral. The honorary bearers were members of the O. R. C.: P. McManis, J. O. Spellman, Henry Smith, F. E. Peake, D. F. Barrett and J. J. Kennedy. The active bearers were: Egbert Knickerbocker, Wm. H. Godfrey, Thos. Caffery and E. Phillips, of the O. R. C., Mason Gibson and Detective Henry Baker. Interment was made at Holy Sepulchre Cemetery.

D. E. PHILLIPS.

Rochester, N. Y.

Editor Railway Conductor:

We are not permitted to boast of our members, but if any Brothers chance to pass this way we will try to make it plain to them that our hearts are just as big as the average heart of larger Divisions. We have had our ups and downs and are now on the high road to prosperity. Although business on the Rock Island is very dull and we make few miles, we are able to keep square with the world. There are at present eight Order men running extra and braking on the Des Moines Valley division, namely: McCaughan, Long, McDowell, Ames, Sloan, Laird, Payn, Lease. Brothers Dugan and Wallar are on West End local; Brothers Dowell and Gibson on East End local, and Brother Harrington on the Keokuk run. The other runs are manned by Brothers Singleton, Hibben, W. L. Brown, C. E. Brown, Overmaier, Meadows and Mr. Taylor.

I will not try to speak of our passenger men, as none of them belong to Division 361. Division 38 had all the old heads when we organized, and Valley Junction is not a terminus for any passenger runs.

I have been a constant reader of THE CONDUCTOR for about five years, and the part that is first turned to is the "Fraternal," but there is something lacking in nearly every correspondent. Brother correspondent, did you ever look for a position? Do you remember how you watched for THE CONDUCTOR: how you turned to "Fraternal", and read the letters over one by one in hopes some Brother would say "business is good," or "business is getting better," or, perhaps, "business is dull and getting worse every day?" Do you know how you felt after reading letters from the four corners of the continent, and without one single Brother having given you any information? I have had just this experience. Although I found the position sought for, it was not through any information received from any of our Brother correspondents.

Now, as THE CONDUCTOR is owned and operated by the Order, would it not be a proper thing to be able to look to it as a guide to a position? I sincerely hope this will find hearing with my Brother correspondents, as now is the time we need it, when we have lots and lots of good, worthy Brothers out of positions.

We are looking forward to more prosperous times in the near future. We have about 15,000,000 bushels of corn and oats to move on this freight division just as soon as this political strife is over, and an abundant crop just about to be harvested.

Brother S. G. Norton, one of our charter members, and our first C. C., has transferred to Division 313. In him we lose one of our best members, and congratulate Division 313 on getting him. He is strictly O. R. C. first and last. We have two other members at Tucson, Bros. Mallday and L. S. Wilson. From what I hear, I judge that is a barren country, but they have hosts of the largest hearted conductors on earth, which will make up for everything else.

Vice Grand Master Dodge, of the B. R. T., spoke to the railroad men in this city last week. Although I was not present, I was told by several that an exceedingly good time was had, and the boys ask him to come often.

Father Coffin, of Ft. Dodge, spoke to our boys a short time ago. While we all got a good temperance lecture, nobody was hurt. We hope good was done, and we invite Father Coffin to come again.

Valley Junction, Iowa.

C. E. AMES.





5. *Accident Insurance—Other Insurance—Classification of Risk.*

1. Where an application for accident insurance had a printed clause reading, "I have no other insurance in this company," a prior application had been taken by the same agent, and the two policies were issued by the same company, which received the premiums on both. *Held*, that the company was estopped from denying the validity of either policy.

2. Where an applicant for accident insurance has truthfully described his calling, and all the facts concerning his business are known by the insurance company, the fact that the assured was improperly classified is no bar to his recovery on the policy.

Emlaw vs. Travelers Ins. Co., Mich. S. C., March 11, 1896.

6. *Application — Condition — Contract With Agent—Credit—Effect of Non-Payment.*

1. Where an application and certificate each contained a condition that there was no binding contract of insurance until the application was received and accepted, and the certificate issued by the association, and delivered to the proposed member in person, during his life time and good health, nor until the admission fee and advance assessment were paid thereon. By a contract appointing a general agent for the association, his compensation for soliciting and obtaining parties to become members of the association, was fixed at the whole sum of the admission fees and advance premiums to be paid by each new member, *Held*, that the agent had a right to collect of each new member when he delivered the policy, the membership fees and advance assessments and keep them; or that he might at his option demand immediate payment or extend credit. If such credit is extended the association cannot in-

sist on the enforcement of the stipulation in regard to payment; the delivery of the certificate by the agent was good, and the contract of insurance binding, notwithstanding credit was extended for the payment of the membership fees and advance assessments.

Pythian Life Ass'n vs. Preston. Neb. S. C., March 4, 1896.

7. *Mutual Insurance—Dissolution of Local Branch—Transfer of Membership—May Pay to Grand Lodge.*

1. A mutual benefit order which issues to a member a certificate of insurance, condition, among other things, on paralysis so extensive as to produce absolute disability, cannot modify the certificate by excluding this cause of disability, without the express consent of the member.

2. A member of an order which is social as well as beneficiary, whose local lodge is disbanded for lack of members, and whose transfer card is refused by the other local lodge in his community, is not bound to transfer his membership to a foreign lodge, but may send his assessments to the supreme body and thus keep his insurance alive.

3. Whether a person was totally disabled from following any avocation, within a benefit insurance certificate, is for the jury

Starling vs. Supreme Council Royal Templars. Mich. S. C., Feb. 26, 1896.

NOTE: This is an important ruling. There are instances of disbanded lodges where certain members cannot obtain membership in any other lodge because of their age or disability. If membership in a local lodge is a condition precedent to membership in the insurance rank, a hardship would fall to such as were unable to seek a home in another lodge after their lodge had disbanded. In this case the court holds that such members may pay assessments direct to Grand Council, and thus keep their certificates in force and effect.

MENTIONS

THE CONDUCTOR, for reasons given in connection therewith, published in July, copy of resolution passed by the last Grand Division relative to a proposition made to it by the Rev. H. C. Smith. The following from the Memphis, Tenn., *Commercial Appeal* of July 29, explains itself:

Occasionally there comes to this city a clerical looking gentleman whose name goes on the hotel register as Hugh Calvin Smith. He is a clergyman so far as is known, registers from Jackson, Tenn., and presents to those whom he meets a card announcing that he is chancellor of the "Order Railway Conductors' University."

A few days ago a reporter for the Commercial Appeal met Rev. Smith at the Peabody and obtained from him a glowing account of the plan and purpose of the University which is as yet altogether on paper, but the promoter, the aforesaid Rev. Hugh Calvin Smith, stated that the Order Railway Conductors of America had subscribed \$300,000 to the endowment fund, and he had secured \$1,000,000 from outside sources, so that its financial affairs were in magnificent shape. According to the promoter, all that was now to be done was to select the location for the great institution of learning, and this could not be done until the next meeting of the Grand Division O. R. C. of A., which would be held in Los Angeles, Cal., next May. To the same reporter Rev. Smith exhibited various documents bearing upon the subject, among them the charter for the University, obtained under the laws of this state, after a meeting for that purpose held at Jackson last year.

While Rev. Hugh Calvin Smith is apparently sincere in his ambition to establish a great university, and has exercised splendid judgment in his selection of an order under whose auspices it should be done, he is nevertheless far ahead of the game. In the first place, his use of the Order Railway Conductors in connection with the university, appears to be totally unauthorized and against the protest and warning of the organization. In the next place, that organization has not subscribed one cent toward the enterprise, as an organization, and its members gravely doubt if the promoter has raised anything like a decent fractional part of the \$1,000,000 on the outside. The following documents on the subject are of interest on the point:

STATEMENT FROM MEMPHIS DIVISION.

To the Editor of the Commercial Appeal:

The attention of the members of Memphis Division 175, Order Railway Conductors of America, has been called to an article in your paper of July 18, 1896, entitled "A Great Railroad University." The facts in the case do not warrant the Rev. Hugh Calvin Smith in making any such assertions, and Division 175, O. R. C. of A., feels called upon to make the following statement:

The Rev. H. C. Smith importuned the Grand Division, while in session at Atlanta, Ga., in May, 1895, to aid him in establishing a university for the benefit of the children of railway Conductors. The proposition did not meet with favor and was rejected. But at the urgent request and pleadings of Rev. H. C. Smith and a few of the members of the Order, they allowed the Rev. Smith to come before them and submit the following:

Whereas, Rev. H. C. Smith has made a proposi-

tion to this Grand Division that he will, during the coming two years, procure pledges for \$1,000,000 in money and a suitable site for the erection and endowment of an Order University, where children of members of the Order are to be educated without cost to the parents, such university to become the property of and be under the control and management of the Order of Railway Conductors whenever it shall contribute to its endowment fund not less than \$250,000; therefore be it, etc.

After the Rev. Smith had retired from the Grand Division meeting this proposition was fully discussed. The Grand Division, fully realizing the great importance of such a seat of learning, and fully realizing its inability to raise \$250,000, passed the following resolution, which is very explicit:

Resolved, That this Grand Division indorse the proposition of Rev. H. C. Smith as outlined above, provided that it is distinctly understood that this resolution shall not be understood as providing for or promising, directly or indirectly, any contribution without further action of the Grand Division of the Order.

The above resolution was passed with the hope that between the meeting of the Grand Division of May, 1895, and the next Grand Division meeting, to be held in Los Angeles, in 1897, that some means might be devised whereby the O. R. C. might raise the money. But every step in that direction since the adjournment of the Grand Division of May, 1895, has convinced Grand Chief Conductor E. E. Clark and the members of the Order that the money could not be raised only by private contributions of its members, and that it would be many years, if ever, before the amount could be realized.

The Grand Chief Conductor, and the Order generally, were greatly surprised to learn that the Rev. Smith had incorporated under the laws of Tennessee, in the name of the Order of Railway Conductors of America, and their charter taken out under the laws of Tennessee, reads, "Board of Trustees Order of Railway Conductors of America." This university promoter had no authority to use the name of the Order of Railway Conductors of America as part of its corporate name, and when this was brought to the notice of our Grand Chief Conductor, E. E. Clark, he took steps to have the Rev. H. C. Smith withdraw his printed matter, and to change or amend the charter, and the Rev. Smith so promised the members of Division No. 175, of Memphis, Tenn. We are informed that he has not complied with this promise, but that, on the contrary, on July 17, 1896, subscriptions were asked for in this city in the name of the O. R. C. University, and paid to the reverend gentleman.

In his interview of July 18, 1896, the Rev. Smith says, "They (the Order of Railway Conductors of America) have already contributed about \$300,000 by assessments upon each member." All of which is not so, nor has the Grand Division the authority to make any such assessments, nor are the individual members able to raise any such amount; and Grand Chief Conductor, E. E. Clark, says he is confident that the next Grand Division, which meets in May, 1897, will not ratify the proposition of Rev. Smith, and the matter will fall.

These are the facts as they are, and while the Order and Division No. 175 wish Rev. Smith success, we do not want anything done or said that will injure the Order of Railway Conductors, or Memphis Division No. 175, and give the facts for the benefit of the public.

This action was taken by Division No. 175 in open Division July 28, 1896, and bears the seal of our Di-

vision No. 175, Order of Railway Conductors of America.

E. T. EDMONDS,
Chief Conductor.
A. J. HOGAN,
Secretary and Treasurer.

Attest:
Memphis, Tenn., July 27, 1896.

GRAND CHIEF CONDUCTOR SPEAKS OUT.

CEDAR RAPIDS, Iowa, July 25, 1896.

W. H. Sebring, Esq., 145 Madison street, Memphis, Tenn.

Dear Sir and Brother.—I find your favor of the 18th. The telegram sent by Brother Hogan relative to the Rev. H. C. Smith, was received and answered at Orleans, Ia. It seems from your statement that Mr. Smith is wilfully misrepresenting this proposition, and if so, as he is working right in your locality, it seems to me it would be well for your Division to authorize you or some other member to make a statement through your local press. He has worked them to good advantage in his interests, and they will doubtless be glad to correct any misstatements which he may have made. If Mr. Smith stated he has any letter from me saying he could go on all right, he tells what he knows to be a falsehood. Mr. Smith wrote me a long letter, dated July 7, and in it he stated that he was coming to Cedar Rapids to see me. The following is a copy of my reply to him:

"I am in receipt of your favor of the 7th from Memphis. I shall be glad at any time to see you if you carry out your expressed intention of calling on me. I want to suggest that it would be advisable to ascertain beforehand if I am here before coming, as I am away from the office a large portion of the time, and it would be unsatisfactory for you to come here and miss seeing me, or to come here and have to wait several days for my return.

"Inasmuch as you express the intention of coming to see me, I will not take up at this time any discussion of the subject in which you are interested."

You can see from this that he wilfully misrepresented my communication, and I shall be glad to have you act on the subject, and assure you that if your Division repudiates him and censures his action, I will give the action as wide circulation as is possible through THE CONDUCTOR, and I would add to it such expressions of criticism and censure as I believe would be consistent, and will also take pains to see that the press generally gets hold of the right end of his action.

Yours very truly, in P. F.
E. E. CLARK, G. C. C.

Resolutions expressive of the same sentiments entertained by Division 175 on this subject, have been adopted by Division 148, at Chattanooga, Tenn.

The secretary of Division 137 wishes to hear from or of Brother Wm. Shockley.

"A member of 232," neglected to sign his communication to THE CONDUCTOR, consequently it was left out.

If Brother O. M. Tomlinson will open up a correspondence with the Secretary of Division 280 he will hear of something to advantage.

The Secretary of Division 227 asks for the addresses of Brothers L. L. Elkins, H. A. Davis, E. L. Anderson, T. B. Watkins and C. E. Butler.

Any Brother knowing the present address of Brother J. F. Rose will confer a favor by sending it to the Secretary of Division 123 at once.

Jno. F. Scott, of Vandercock, Ills., will be greatly obliged to any one who will furnish him

the address of his brother, M. P. Scott, late member of Division 159.

Division card No. 3c45 and receipts for 1896 dues were stolen from Brother L. W. Nichols, of Division 313, at Livingston, Mont., recently.

Brother W. L. Heath, of Division No. 3, has embarked in business as vice president of the Forest Park Cycle Company, of St. Louis. THE CONDUCTOR hopes that this company will get their full share of patronage in this popular line.

Brother J. T. Crutcher, of Division 165, has retired from the restaurant business at Springfield, Mo., and thinks of returning to his old work. He will be given a glad welcome by the boys, should he finally determine to don the uniform again.

The excursion given by the members of Division 264 to Norfolk, is reported to have been a complete success. The attendance was large, and all who were present had a splendid time. Much credit is given Brothers Chevasse and Newman for the able manner in which they brought about this success.

The members of Division 204 are arranging for their tenth annual clam bake, to be given at Sherwood's Island Park, Livingston Manor, N. Y., on the 20th inst. These Brothers have long been noted for their ability as entertainers, and the coming occasion promises to be one of the best they have ever given.

The O. R. C. ladies of West Bay City, Mich., have a circle with Mrs. E. F. Richards, President; Mrs. R. J. Brown, Vice-President and Mrs. Barnhart, Secretary. They hold weekly meetings, which are very enjoyable. We are advised that they expect soon to organize a Division of the L. A. to O. R. C.

The Legislative Board of the B. of L. E. for Texas, have arranged to hold their biennial session at San Antonio, on September 10. In connection, a union meeting will be arranged at the same time and place. Grand Officers of some or all the Brotherhoods will be present, and all members are invited. This is an important subject, and large attendance is expected.

Brother J. E. Broom, of Division 327, has resigned his position as passenger conductor on the Vandalia Line, after a continuous service of more than twenty-three years, and has gone into the furniture and outfitting business at Effingham,

III. He has hosts of friends, both in and out of the service, who will wish him every success in the new undertaking.

* *

Brother John Haunson, of Division 180, has identified himself with the British-American Investment Co., whose ad. is found in our advertising columns, in the capacity of general agent for its railway department. THE CONDUCTOR wishes Brother Haunson, who is a member of long standing, every possible degree of success in his new undertaking.

* *

Under the firm name of Beeman & Tway Bros., E. W. Beeman, of Division 191, and John Tway, of Division 91, have begun the manufacture and sale of a device for carrying conductors' hat checks. The device consists of a small metal box with spring and slide openings from which one check may be slipped by a simple movement of the thumb. Members interested can secure descriptive circulars and information by addressing the firm at Albany, Oregon. THE CONDUCTOR hopes the device and its proprietors may be fully successful.

* *

Arrangements have been perfected for the holding of a union meeting of the members of the B. R. T., B. L. E., B. L. F., O. R. T. and O. R. C., at Indianapolis, Ind., on August 30. A secret meeting will be held at 9 a. m. and an open meeting at 2 p. m., to which all are invited. Members of the Brotherhoods are cordially urged to attend. Grand Officers will be present. Addresses will be made by the governor of Indiana and the Mayor of Indianapolis. Special rates have been arranged at the Grand and English hotels. Arrangements for transportation are being perfected. Meetings will be held in Masonic Hall. Members of any of the organizations can secure full information by addressing the Secretary of the Lodge or Division at Indianapolis.

* *

In order to advance the interests of the organizations, as well as their mutual benefit and welfare, the members of the B. L. E., B. L. F., O. R. T., B. R. T., and our Order at Terre Haute, Ind., have arranged for a union meeting to be held on August 22 and 23. A secret session will be held at eight o'clock p. m., Saturday, August 22, and an open meeting at Harrison Park Casino, Sunday morning, August 23. The mayor of the city will address the meeting, and Grand Officers of each of the organizations will be present. Arrangements as to hotel accommodations and transportation are being made, and members can address the Secretary of the Lodge or Di-

vision representing their Order at Terre Haute for particulars. All are invited, and a large attendance is especially desired.

* *

Brother Thos. Matlack, of Division 107, one of the oldest conductors on the L. & N., one of the oldest and most active members of Division 107, and for a long time the efficient Secretary of that Division, recently met with a serious accident, narrowly escaping death. Backing into the C. & O. Fourth Street Depot at Cincinnati, he stepped off on to the platform, a board broke under him and he fell to the ground. The step on the coach caught his shoulder and drew him under the train. He sustained an ugly cut under the right eye and other injuries, but no fears as to his ultimate recovery were entertained at latest advices.

* *

It is a well understood fact that all certificates of membership in the Mutual Benefit Department are dependent entirely upon the laws governing the Mutual Benefit Department. In years gone by, as the Grand Division has from time to time changed the laws governing the department, changes have been made in the certificates to make them correspond with the new laws, and as subsequent Grand Divisions have made further changes in the laws, additional issues of different forms of certificates have been made. The question of providing a certificate which would always be in harmony with the laws has been given very careful consideration of late by all of the officers of the Benefit Department, and we now have a certificate which is in full harmony with the laws and which will insure the members at all times everything that is guaranteed them by the laws of the Department. Changes that may be made in the laws governing the Benefit Department in the future will not in any way conflict with the terms of these certificates. Hereafter all certificates issued will be of this form, and we have also provided to issue this new certificate to all members of the Benefit Department who desire it in exchange for the one they now hold. The new blanks will be ready about August 20, and as rapidly as possible thereafter all certificates returned for exchange will be exchanged. Members should understand that though their certificates might be delayed a few days in the rush of business which will undoubtedly accompany this change, such delay, or the fact that their certificate is not exchanged on the same day it is received here will, in no way, affect their insurance. It is hoped that all members of the Department will make this exchange because the change will prevent any possible misunderstanding as between the certificate and the laws, and the new certificate more clearly and nearly guarantees all that is provided in our laws than those of old date, issued under laws different from those now in force.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 313; Issued August 1, 1896; Time for payment expires Sept. 30, 1896.

Assessment No. 313 is for death of C. E. Campbell, July 13, 1896; and all members whose certificates are dated earlier than July 13, 1896, are liable for same.

BENEFITS PAID FROM JUNE 21 TO JULY 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series	FOR	AM'T.
1046	M. Campbell	Explosion engine boiler	325	4683	C	Death	\$3,000
1047	W. J. H. McIntyre	Accident	203	5107	A	Death	1,000
1048	W. H. Towsley	Typhoid fever	225	2376	C	Death	3,000
1049	W. W. Frasher	Cerebral hemorrhage	37	2913	C	Death	3,000
1050	E. Hamilton	Gunshot wound	46	3161	C	Death	3,000
1051	F. G. Kent	Nephritis	127	4237	A	Death	1,000
1052	T. W. Gay	Con. of lungs	351	2481	A	Death	1,000
1053	F. W. Scott	Loss of right leg	283	4512	C	Dis.	3,000
1054	L. H. Gordon	Peritonitis	132	1889	B	Death	2,000
1055	C. F. Sterley	Pneumonia	57	2719	A	Death	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,685; Series B, 3,382; Series C, 4,695; Series D, 416; Series E, 72. Amount of assessment No. 313, \$28,558; Total number of members, 14,288.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to June 30, 1896	\$2,369,866 75
Received on Expense Assessments to June 30, 1896	50,728 30
Received on Applications, etc., to June 30, 1896	34,986 61
	\$2,455,581 66
Total amount of benefits paid to June 30, 1896	\$2,339,867 00
Expenses paid and assessments returned to June 30, 1896	79,652 02
Insurance cash on hand June 30, 1896	36,062 64
	\$2,455,581 66

EXPENSES PAID DURING JUNE.

Assessments returned, \$27.00; Fees returned, \$15.00; Incidental expense, \$6.10; Mail list, \$11.00; Stationery and printing, \$16.05; Postage, \$147.50; Salary, \$420.42; Expense Ins. Com., \$400; Total, \$1043.07.

Received on Assessment No. 309 to July 20,	\$27,284 00
Received on Assessment No. 310 to July 20,	15,166 00
Received on Assessment No. 311 to July 20,	14,908 30
Received on Assessment No. 312 to July 20,	3,880 50
Received on Assessment No. 313 to July 20,	1,291 35

M. CLANCY, Secretary.



Belloir.

At a regular meeting of Division 115, held July 18, the members formally tendered their sympathy to Brother P. Belloir and family in the death of his wife, expressing their sense of the loss that had been his, but reminding him of the hope of a reunion in that "home not made with hands, eternal in the heavens."

Boyce.

Division 242 has met with a severe loss in the death of Brother C. T. Boyce, a beloved Brother and worthy Past Chief Conductor. He was always an ardent worker for the good of the Order, and a true Brother, in all the name may imply. The sorrow of the members and their sympathy with the family found fitting expression in a set of resolutions adopted at a recent meeting.

Higgins.

The members of Division 121 are mourning with Brother T. D. Higgins the death of his beloved wife, resolutions expressive of the high regard in which deceased was held, and of the loss suffered by the entire community in her death, being adopted at a recent meeting.

Haight.

Mrs. Mollie, wife of Brother F. W. Haight, of Division 275, died at Fabila hospital, in Oakland, California, June 23, last. She had long been a sufferer, and a surgical operation was thought to offer the only hope of recovery, but she failed to rally from the shock. The remains were taken to St. Joseph, Mo., for burial. All will sympathize with Brother Haight, and hope that strength may be given him to bear up under this great affliction.

Cartwright.

The members of Division No. 21 extend their sympathy to Brother W. E. Cartwright, who has been called upon to part with his noble, devoted wife, who recently departed this life, at the age of 24 years. She was ever faithful, true and devoted to her husband, her children and her home, and her death leaves a vacancy in the family circle which can never be filled.

Dilsworth.

Brother Robt. Dilsworth has the sympathy, not only of the members of Division 336, to which he belongs, but of the entire Order, in the double bereavement which has come to him in the death of his beloved wife, followed shortly after by that of his infant child.

Wilcox.

Brother R. D. Wilcox, of Division 246, met death while in the performance of his duty on the 4th day of last May. There had been a heavy rain the night before and Brother Wilcox had just gone over to warn the engineer against running too fast, when the engine plunged into a wash-out, killed him and the engineer and badly injured the fireman. The body was taken to Oskaloosa, Iowa, the home of his parents, for burial. A wife and four children are left to mourn his loss, and to them will be extended the sympathy of all the Order.

Griffith.

A great sorrow has invaded the home of Brother D. F. Griffith, of Division 151, in the death of his little daughter, Madge, which occurred on the morning of the 24th inst. The deepest sympathy of the members of the Division is extended to the heart-broken parents in their bitter sorrow.

Murphy.

The members of Division 61 unite in extending their condolences to Brother J. C. Murphy, who is mourning the loss of a beloved sister.

Hunter.

Brother R. D. Hunter, of Division 209, fell from his train while at Torbert, Texas, on June 12, last, receiving injuries from which death resulted July 19. During his illness everything possible was done by the members of Division 69 for his comfort, and when the end came, they performed the last sad rites in his memory. At a subsequent meeting of his Division resolutions were adopted expressing the sorrow of the members and their sympathy with the bereaved family, and conveying to the members of Division 69 their thanks for their kindly care of Brother Hunter.

OBITUARY.

Wright.

The home of Brother L. H. Wright, of Division 21, has been stricken by the relentless hand of death, taking from the family circle his beloved and faithful wife, Mary H. Wright, who recently died of consumption, aged 31 years. The Division extends to the Brother and his motherless son, their deepest sympathy and commend them to the tender mercies of a Heavenly Father, who, alone, is able to assuage the most bitter grief.

Fowler.

On the night of the 28th ult., a train on the Logan division of the Vandalla went through a bridge, and Brother R. P. Fowler was caught in the wreck and killed. The engineer, fireman and one brakeman also lost their lives. Brother Fowler was one of the most highly esteemed members of Division 92, and his death creates a vacancy in its ranks it will be difficult to fill. The sympathy of all will go out to the sorrowing wife and family.

House.

Brother H. W. House, of Division 68, died at Baraboo, Wis., on the 28th of July, last. He had been ill for about three weeks, and it was the opinion of the attending surgeon that a severe surgical operation was necessary for his recovery. It was performed, and he never recovered from the shock. He was one of the oldest members of his Division, and had an army of friends, to whom his death brought an abiding sorrow.

Skea.

Brother Wm. Skea, of Division 39, was killed July 23, last, by being run over by an engine, while in the performance of his duty. Deceased was a zealous member of the Order, and will be greatly missed by his co-workers in the same cause.

Morris.

Mrs. Emma, wife of Brother Moses Morris, of Division 115, died in Berkeley, March 31, last. She had been a great sufferer for a number of years, but had borne up under it with true christian fortitude, and was fully resigned when the final summons came. Brother Morris will have the sympathy of all in his deep bereavement.

Rowland.

Brother G. H. Rowland, of Division 115, has been bereft by the death of his beloved wife, who was taken from him on May 18, last. At a subsequent meeting of the Division, resolutions were adopted recognizing the many womanly virtues of the deceased and mourning with the Brother and his little ones the great loss that had come into their lives.

Douthett.

At the regular meeting of Division 30, July 25, 1896, resolutions were adopted expressing the sorrow of its members at the death of Brother J. H. Douthett, and conveying their sincere sympathy to his bereaved family.

Lingo.

Another link has been broken from the chain binding together the members of Division 123, in the death of Brother T. A. Lingo, who passed peacefully away at his home in Tenille, Ga., July 25, age 43 years. Deceased was a good christian man in every walk of life, never speak-

ing ill of anyone. He leaves a loving wife and two sweet little children, to whom the Division extends the deepest sympathy.

Miners.

Brother Case Miners, of Division 189, died at the home of his brother-in-law, at Exeter, Ontario, June 8, 1896. Brother Miners having been in poor health for some time, had gone to the country for a few weeks, thinking it would be of some benefit to him, but never recovered enough to return to his home and family. Deceased was one of the most respected and efficient employees of the Grand Trunk Railway, where he had served as conductor for the last twenty-five years, and was held in high regard by a wide circle of personal friends. A wife and five children are left to mourn the loss of a kind father and loving husband; and the members of Division 189 extend to the family of our Brother Miners, their full sympathy in this their hour of bereavement.

Bruce.

The home of Brother Robert Bruce, of Division 189, has been desolated by the death of his beloved wife, which took place early on the morning of June 11, 1896. The deceased had been a sufferer from consumption for some time, and the fortitude with which she bore up under her affliction in the presence of almost certain death, gave the strongest evidence of her perfect Christian faith. Division 189 offers its deepest sympathy with Brother Bruce in his hour of bereavement, and prays that strength may be given him to bear up under his affliction.

Hester.

Brother J. D. Hester, of Stonewall Jackson Division No. 210, and wife, are mourning the death of their beloved infant son, James Herbert, who died at the family residence in Roanoke, Va., July 7, 1896, after several weeks of intense suffering, aged six months and twenty-three days. Brother Hester and his estimable wife have the heartfelt sympathy of all members of Division 210, and of a large circle of friends wherever they are known.

Johnson.

Brother H. W. Johnson, of Stonewall Jackson Division 210, and his wife, Rosa A. Johnson, have the sympathy of the members of the O. R. C. and L. A. to O. R. C., in the loss of their little son, Russell Rice Johnson, who died at their home in Roanoke, Va., after an illness of one month, aged one year and eight months. Little Russell died June 18, 1896, and was taken to the old home at Clifton Forge, Va., for burial.

Maynard.

Brother W. S. Maynard, of Division 222, has been called upon to mourn the loss of Tillie, his beloved wife, who, after a lingering illness with consumption, departed this earth on July 9, 1896, at 2:45 a. m., aged 41 years, 5 months and twenty-seven days. Deceased was a loving and devoted wife, and the many womanly traits of her character had won for her the esteem of a wide circle of friends, to all of whom her death brought a personal sorrow. The beautiful floral tributes paid her memory testified stronger than any mere words, the high regard in which she was held. Brother Maynard has the heartfelt sympathy of "111" Division No. 118.

THE RAILWAY CONDUCTOR.

VOL. XIII. CEDAR RAPIDS, IOWA, SEPTEMBER, 1896. NO. 9



CONTRIBUTED.

NATIONAL DEBTS.

BY W. P. BORLAND.

National debts are quite modern institutions; they may be said to have made their appearance since the downfall of feudalism, and they have grown and developed along with the capitalistic system of industry. The national debt is the most highly approved instrument of capitalism. Although England was not the first modern nation to create a debt, she was first to reduce the process of national debt making to a science, rapidly attaining supremacy in this as in most other developments of capitalism. England's debt began with William of Orange, after the expulsion of the House of Stuart from the throne, and had its origin in a loan of £1,200,000 to the government by a company of capitalists, in return for which they were granted the charter and privileges of the Bank of England. The bank was chartered in 1694, and it has continued to rule the financial and commercial destiny of England and her dependencies since that time. At the peace of Ryswick, in 1697, only three years after the establishment of the bank, the national debt had risen to £20,000,000, and on the accession of the House of Hanover, in 1714, the debt exceeded £50,000,000. This rapid rise in the debt formed one of the strongest arguments of the Jacobites against the ruling party, and they largely depended on this to annul the revolution sentiment and restore the House of Stuart to the throne. The Jacobite party was really the expiring remnant of feudalism, and its fight for the restoration of the Stuarts was at bottom a fight to restore the prestige and power of the old aris-

tocracy of feudal times; its real fight was against the new aristocracy of capital which was rapidly gaining the upper hand in the nation. At a later date Thomas Carlyle voiced the real plaint of the Jacobites in his *Past and Present*. The new aristocracy won the fight, and with its triumph opposition to the national debt ceased; indeed, the maxim of the new aristocracy that "The national debt is a national blessing," rapidly grew into a national article of faith, and it so remains to this day.

England's debt now approximately amounts to £800,000,000,—nearly four billion dollars—and until quite recently largely exceeded the debt of any other nation in the world. The greater portion of this debt, however, is funded in the form of annuities, and it is well understood that the principal of the debt is never to be paid. The unfunded debt amounts to but little more than \$100,000,000.

The government does not profess to repay its funded debt. It gives the creditor only an annuity of a certain per cent a year, either in perpetuity or terminable after, say, 100 years, and if he should at any time want the return of his money he can only get it by selling his right to the annuity for what it is worth in the market.

This is an excellent field for the investment of capital whose owners do not wish to take the trouble and risk of investing it in business, making it produce income through the employment of labor, and it has come to pass that a loan of this character, never to be repaid, is considered a

more favorable investment, and bears a lower rate of interest than one which is to be repaid; and it has long passed into a financial axiom that, as long as there are capitalists who stand ready to freely buy into the funds it is a sure indication that the debt is not beyond the capacity of the nation to bear; that is, it is an indication that the government will have no difficulty in raising by taxation a sufficient sum to pay the annuities. The actual burden of the debt on the English people amounts to about £27,000,000 annually, that being the sum which is drawn by taxation from the community at large to pay interest to the limited number of individuals who have invested in the funds. This is the new aristocracy's engine for collecting tribute from the people, the means they employ to compel the people to support them in idleness. It is far superior as a means of levying tribute to anything feudalism, the basis of the old aristocracy, could employ. It is more scientific, because indirect and impersonal in its action, than feudal methods, and it is not at all surprising that it should have superseded those methods. National debts have given rise to joint-stock companies, to stock-exchange gambling, and to our modern bankocracy. Hence, the sensitiveness of the stock market to any change in governmental policies, anywhere in the world, which may be interpreted as in any way affecting the investments of national creditors, and hence the anxiety of capitalists generally to see that governments all over the world are conducted in their interests, so as to furnish at all times a safe and sure means for the investment of surplus capital. So sensitive is the market for government securities that the slightest change in government is sufficient to elevate or depress the market, according as the change may chance to be interpreted; the manipulators of the market even gamble with death and misfortune, and great national calamities are ghoulishly turned into opportunities for the enrichment of national creditors. In his *History of the Eighteenth Century in England*, Lecky relates that, when Queen Anne was stricken with fatal illness and it became generally known that she was on her death-bed, the English funds went up in the market with a great bound. It was known that, with the accession of the Hanoverian sovereign, George I, there would be no further questioning of the sacredness of the national debt; the death of Anne effectually laid the ghost of the old aristocracy; the new aristocracy became completely triumphant, and the funds immediately became a favorite investment.

This sensitiveness to the security of the investments of national creditors—which appears un-

der the euphemisms of "national honor," "national credit," "sacredness of obligations," etc., has played some queer pranks with the weaker and more helpless folk of the world. It sent an English fleet to the harbor of Alexandria, and placed an army of occupation in Egypt for the purpose of forcing the helpless people to give up all the products of their toil, beyond a bare and meager subsistence for themselves, to pay gold interest to English creditors on a debt of about six hundred million dollars, which the people had no more voice in creating than they had in establishing the course of the planets; a debt, too, which was contracted on a paper and silver basis, under the cajolery of European financiers, and afterwards funded and placed on its present gold basis by these same financiers, against the protest of the helpless Khedive.

The slavery of the Egyptian people was no more absolute and hopeless under the despotism of the great Sesostris than it is under the despotism of their national debt, created, manipulated and controlled by European capitalists, as a source of investment for their idle funds. This influence also protected the Sultan of Turkey against the indignant protest of the people of the civilized world at the massacres in Armenia, because it is necessary that the present status of the Turkish government be maintained, in the interest of the holders of the Turkish national debt. In these days there is no Portia to say to Shylock: "Then take thy bond, take thou thy pound of flesh; but in the cutting of it, if thou dost shed one drop of Christian blood, thou diest, and all thy goods are confiscate."

For the security of their rate per cent the taxing power of modern governments is pledged to the service of national debt owners, and they stand ready to sacrifice all of the finer and nobler instincts of humankind, all the teachings of Christian morality and enlightened ethics, all the postulates of liberty and good government, in order that their rate per cent may remain secure and so called "national honor" be preserved intact.

The national debt of the world now amounts to upwards of 30,000 millions of dollars in the aggregate. This is a great sponge which is used to absorb the resources of the people and turn over the results of their toil to an aristocracy of capital, in order that this aristocracy may enjoy the luxuries of civilization without performing any useful labor in exchange for such enjoyment.

The doctrine that a "national debt is a national blessing" found little favor among leading statesmen in the United States at the period of the foundation of our government, and has not come

to assume definite shape as a national article of faith with us until quite recently. One of Thomas Jefferson's political maxims was:

"It is a wise rule, and should be fundamental in a government disposed to cherish its credit, and at the same time to restrain the use of it within the limits of its faculties, never to borrow a dollar without laying a tax in the same instant for paying the interest annually, and the principal within a given term, and to consider that tax as pledged to the creditors on the public faith."

Jefferson also held that one generation could not bind another, and, based on a calculation as to the average length of life, he said: "Every constitution, then, and every law naturally expires at the end of thirty four years."

It is certain that under Jefferson's rule a great national debt cannot arise, and however the rule may have been disregarded during the early days, it is certain that our statesmen looked with abhorrence on the practice of national debt making and used their efforts to keep the government out of debt as far as possible. The debt fluctuated considerably between 1791 and 1860, but it was never large in comparison with the resources and population of the country, and at one time, in 1835, we practically had no debt at all, the total amount of United States indebtedness in that year being but \$37,500.

Not until the period of the nation's peril did the debt makers get a chance to fasten their damnable policy upon our people to an extent that made their schemings and manipulations oppressive and injurious to our national welfare. Not until the attention of the people was distracted, and turned to the contemplation of more momentous questions, did the cruel science of English financial policy gain firm foothold beneath the stars and stripes and the foundation appear on which was to be erected the financial slavery of the American people. Not until then did the United States begin to be a dependency of Great Britain. The first step in this capitalistic scheme of national debt making on a large scale in the United States was outlined in the infamous Hazard Circular, which was issued by an agent of London capitalists to the New York capitalists in 1862:

"Slavery is likely to be abolished by the war power, and chattel slavery destroyed. This, I and my European friends are in favor of, for slavery is but the owning of labor and carries with it care for the laborer, while the European plan, led on by England, is for capital to control labor by controlling the wages. This can be done by controlling the money. The great debt that capitalists will see to it is made out of the war

must be used as a means to control the volume of money. To accomplish this the bonds must be used as a banking basis. We are now waiting for the secretary of the treasury to make the recommendation to congress. It will not do to allow the greenback, as it is called, to circulate as money any length of time, as we cannot control that."

The great war debt was created, not to borrow money, but to be used as a means to control the volume of money, and to afford a secure interest-bearing investment for the holders of idle capital. The bonds, which constitute our national debt, were not issued to carry on the war. More than two-thirds of our bonded debt was created after the war had closed, and every soldier, contractor and government creditor paid in full in lawful money of the United States. The greater part of the national debt at the close of the war, if debt it may be called, existed in the form of money, circulating among the people, with which to do business. It was a non-interest-bearing debt, appearing in the form of treasury notes, held generally by the people as a medium for transacting their exchanges. This money was backed by the government, which made it safe and reliable, and was issued in sums convenient for small as well as large business transactions; but it was necessary for the holder to use it in some productive channel requiring the employment of labor in order to derive any profit from it. Shortly after the war closed an act was passed providing for the destruction of this government money and the issue of interest bearing bonds in its place. The capitalist who then held one thousand dollars in greenbacks could return them to the government and receive a one thousand dollar untaxed, interest-bearing bond in exchange. The greenbacks were burnt up. While the capitalist held this \$1,000 in the form of greenbacks he was compelled to employ labor in some profitable business with it; but with it invested in a government bond he had no need to employ labor. Labor, of course, must pay the interest on his bond, but he had no employment for it; labor simply finds its life-blood drained to pay everlasting interest to capitalists, that is all the difference. There is \$1,000 less money for the people to do business with, and \$1,000 more debt for them to pay interest on. Under this law over twelve hundred millions of legal tender money was destroyed between the close of the war and the year 1878 and interest-bearing bonds put in its place. Further, the greenbacks, by reason of the peculiar manipulations of the coin gamblers, were worth on the average but sixty cents of their face value in coin, but they were

exchanged for government bonds, dollar for dollar, at their face value. Then, in 1869, in consummation of their hellish scheme of robbery, on the plea of strengthening the public credit, the capitalists secured a law stipulating that these bonds which they had purchased with depreciated greenbacks should be paid in coin, thus virtually compelling the government to pay nearly two dollars where it had received but one. This law, which was passed at a special session of congress, called immediately after the inauguration of President Grant in 1869, had called forth indignant protests from the leaders of both parties when it was first proposed, in the preceding administration. Even John Sherman opposed it, saying, "the bondholder can demand only the kind of money he paid, and he is a repudiator and extortioner to demand money more valuable than he gave."

Having secured this much, the next step was to perpetuate the debt. This end was sought through the various refunding operations, the first of which was authorized by the act of July 14, 1870, by which the various short term bonds were changed into bonds having a longer period to run and bearing a lower rate of interest.

Says Professor Ridpath:

"The history of the various refunding operations by which the short high rate bonds of the government sold during the war period were translated into long, lower rate bonds, is but the record of a scheme which was contrived by the bondholders themselves, ratified by an undiscerning congress, and carried into execution by the treasury department of the United States, with the ulterior design of preventing payment by lengthening the time to run, and with the still further hope of making a perpetual interest-bearing fund in the European manner."

We have already paid more than three

billion dollars, principal and interest, on our national debt since the close of the war. This has reduced it one-half, but the remainder of the debt is worth more to the national creditors than the whole of it was at the close of the war; this, because of special legislation passed in their interests and in derogation of the rights of the people. Further, the people's capacity to pay the debt has been vastly diminished. They would find it infinitely harder to pay what remains of the debt to-day than they would have found it to pay the entire amount of the debt at the close of the war; this, in spite of our boasted prosperity and wonderful increase in wealth. Our national debt has recently been increased by the issue of \$262,000,000 of thirty year five per cent bonds. Putting on one side the question of legality of this proceeding and the necessity for the issue, let me call attention to the fight the money power made, backed by the treasury department and the president of the United States, to perpetuate these bonds by making them payable specifically in gold, instead of in coin, as is the case with other bonds of the United States. Desperate efforts were made to secure a law to this end, the specious plea being made that the change would save the taxpayers sixteen million dollars in annual interest payments, besides which the change was really unimportant, as there could be no doubt that the United States would keep faith with its creditors, and when the bonds were issued to buy gold they would surely be paid in gold, no matter how they were worded. Capitalists are not giving up sixteen million dollars for nothing, and if this change was unimportant they would not have sought to secure it at such a price. The charge was one that would have insured the perpetuity of the debt, and that is the principal consideration with holders of our national obligations at the present time.



THE EVOLUTION OF FALSE IDEALS.

BY JOSE GROS.

Washington Hessing, the postmaster at Chicago, defines the issue of the present campaign as "*The proletariat versus the plutocrat.*" *The Interior*, of Chicago, seems to endorse that idea, by stating the opinion of a president of a great corporation, who asserts that, after many years of business experience "*he never knew a time when such hostile feelings existed between labor and capital. The men hate their employers.*" The above statements may or may not be precisely correct. Yet, it can hardly be denied that, for at least twenty years, we have been getting in pretty deep troubles in this nation of ours. Or, it may be that only some of us think that, while others are ready to swear that we are by far the best set of men that ever existed on the face of the earth, with the possible exception of the foreigners who come here for the especial delight of upsetting everything and everybody, themselves included. It is so advantageous for men to destroy the country in which they propose to live!

It follows, then, that at least we are under the affliction of a certain disagreement about whether we are all right or all wrong. Suppose for a moment, that only those are wrong who think that we are all wrong, and that we should do this or that to rectify our imaginary evils. Such a disagreement in itself constitutes a real, dreadful evil. It would at least mean that we are evolving two distinct classes of people, the contented and the discontented kind, the wise and the ignorant, the good and the wicked. Can we expect to prosper, as a nation, as long as those two classes exist? Even that old socialist or anarchist of St. Paul tells us: "We are everyone members of one another. If one member suffers, all the members suffer with him." Nearly nineteen centuries have elapsed since those beautiful words were spoken, and still we don't know what they mean. Millions upon millions of men, women and children have often repeated those words. Millions of priests and ministers have preached about them, in chapels and cathedrals, among the poor and among the wealthy, and we still expect to be happy, prosperous nations, without paying any attention to those words, considering them as a mere fine sentiment, and never as something to be realized in social life.

Our philosophy of national development has not really advanced a single atom for the last 3000 years. What proves that is that we generate and

and perpetuate distinct, specific classes such as debtors, creditors, the landless, the landlords tribute payers, tribute collectors, the bottom loafers, too degraded to care for any work, as we claim, the top loafers who don't need to work, unless they want to, and whose work is often far more fatal than any kind of loafing can be. Well, are those classes any improvement upon the very ones that flourished in the old African and Asiatic empires, over which we consider ourselves so immensely superior? Ancient history does not speak of men too degraded to be willing to work. The evolution of that type of men was reserved to the civilization of our days.

Assume, for a moment, that our modern classes represent a 20 per cent improvement, or even 99 per cent improvement—over the classes of 3000 years ago. Why to stop there? Why not go on improving? Have we not yet discovered that the law of progress means never to stop our improvements? The criminal complacency with which we look back to the sins of our predecessors, in order to prove to each other the sanctity we have attained to day? We are told that "no man having put his hand to the plough, and looking back is fit for the kingdom of heaven." And so there we have it. As long as we boast of our superiority over previous civilizations, so long do we linger outside of the kingdom of heaven, outside of the kingdom of righteousness, and so inside of the kingdom of iniquity. Because there is no middle term, no half-way house, no compromise between right and wrong, between God and Mammon.

We can trace all our troubles to the plain fact that we have never seen fit to accept the brotherhood of men as Christ understood it, as St. Paul and a few solitary cranks here and there have apprehended it. To most of us that brotherhood has never been any thing but a wild, fantastic conception, good enough to talk about it, but not quite good enough to act about it. Our whole religious philosophy of life has been that of class over class, the elect and the non elect, on earth first, in heaven after that. It then follows, from that infernal philosophy of ours, that only some men are fitted to be landlords, or creditors, or employers of labor, and so on. Only a few shall be intelligent enough to accumulate wealth, and to take care of it, and to save it, and to properly handle it. The rest shall be a pack of spend-

thrifths, with no capacity to employ themselves, no sufficient intelligence but that of the mule, horse, or donkey, forever in need of a master, an employer, lest the poor fellows go to pieces, altogether forgotten by their Father in heaven, and so in need of other men, choice and select, to make up for God's mistakes on the subject.

As long as such low ideals prevail among most of us, ingrained in our nerve structure by a defective religious philosophy of life, so long shall we carry that philosophy into the very enactments which we have to formulate as soon as we come together in national compacts and thus satisfy our social instincts as well as make life more comfortable than it could be if each one of us should live far away from each other. And social life, which is nothing but co operation, however incomplete, implies and necessitates social adjustments of some kind, embodied in regulations, what we call laws. We believe in mighty few laws or regulations, just as few as possible, and they to be fundamentally correct. So far men have always preferred a great multiplicity of laws, and civilization has always meant a larger and larger quantity of laws, until to-day, when we are really legislated into destruction. No wonder that we have a social school, the anarchistic, asserting the possibility of a social organization without any laws. Don't you see that civilization to-day is nothing but organized anarchy, because of the great, immense number of laws totally defying the order of nature, which rests on but a few grand, solitary, magnificent adjustments respecting the two fundamental elements of ethics and freedom, universal, and to the free play of all forces for the full development of all forms?

If the above is correct, and it has never been disproved, then the only natural, legitimate function of human government is to see that "*No legislation should legalize any process of robbery.*" As a matter of actual fact, human government must either legislate God's laws out of existence, and so God Himself out of His own universe, or else it must accept God as a positive element, and so His own laws as inexorable entities in the development of men on earth. The latter is just what civilization has always refused to do, in greater or less degree. Can we doubt it?

Just look at the ludicrous situation of this great nation of ours to-day. And it is all a question of *what kind of money we shall have*. Some predict such and such dire calamities if we fail to keep gold as the supreme element in our monetary status. Others predict another kind of calamity if we insist upon discarding silver as another of the supreme elements in monetary

affairs. And yet, a greater *One* than any of us has said; "*Ye shall not make gods out of gold, neither shall ye make gods out of silver.*" Could we have any such wretched disagreement if our governmental machinery had not repudiated all God's laws in nature, as well as in ethics, the principal and most fundamental ones, anyhow? Is it possible that we have not made any other mistake but in the selection of the material out of which the money shall be made?

The writer is not in favor of silver any more than in favor of gold, as our readers ought to know by this time. He realizes that if the nation had not committed the most criminal blunders possible, for a good number of years most especially, that then we would not have several millions American citizens clamoring for silver in order to escape destruction. What do they want silver money for, many of our brethren? Because they expect to thus double the money supply, and so to double prices and all labor earnings. They indirectly proclaim that an act of government can double prices and wages. Who has given them that idea? All our protective tariffs have done that. We have constantly been saying that one of the functions of our American government was to keep wages high, much higher than any other nation, not by any act of general justice, but by simply increasing all taxes on what labor is to create and consume, and so to run our government at the expense of our workers, and never at the expense of the property holders, *as such*.

For nearly 120 years have we been humbugging this nation of ours, that is, most of the workers, with the funny idea that they can be kicked out of the land of their own country, placed under tribute for permission to live and work, and then enriching them by making their living expenses higher than ever, through heavy public taxes and heavy monopoly taxation. Can we conceive of any more infamous farce than that? First rob men out of the land that God gives to all of them, for a full living, and secondly rob them out of their own intelligence by making them believe that they shall be rich by the charitable feelings of their employers, the men to whom we give the absolute control of all our best natural resources, our markets, means of communication, etc., through laws of monopoly, privilege and robbery? Trying to bring good out of evil, the spirit of justice and beneficence out of employers to whom we give *carte blanche* to, rob their employes! Wishing to reverse the law of like begetting like through acts of congress. Attempting to legislate God out of existence! And this is what we call christian civilizations! Besides, don't you see

that protective tariffs virtually repudiate the brotherhood preached by Christ, and most emphatically proclaim that the workers of each nation are the natural enemies of the workers in every other?

Meditate now upon the following connections. A few millions of the oppressed have risen with the majesty of despair, and are virtually telling the oppressors as follows: Stop talking any more about your nonsense of tariff protection. We are tired and disgusted with a protection that keeps us in poverty and debt. Besides, if government can raise wages by increasing taxes, then government can increase wages by increasing the money supply. Let us then have double the amount of money. That will give us a 100 per cent protection by the doubling of wages and labor earnings, without the humbug of any increased taxation. And, if \$1 in gold, kept somewhere, can make \$5 in silver or paper equal to gold, by act of congress, then another act of congress can make \$10 in paper or silver equal to any \$1 in gold anywhere on the face of the earth, or in the craters of the moon, for that matter.

Some of us may not see any logic in the above reasoning processes, but, really, can we

expect any logic about the demands from the ignorant, as long as we, the wise and intelligent, insist upon letting congress legislate all kinds of absurdities with which to keep the people in contented poverty, while they see everywhere the signs of enormous wealth somewhere? There is but a logical way of keeping the people contented in poverty, and that is to let them notice that there is very little wealth anywhere. That is what used to happen in old times, in nations where social injustice had not yet attained the height of to day. Men can be satisfied with very little, when they are allowed to live a somewhat peaceful, natural life, and when simple social conditions have not yet developed what we may call "*The Worshipping of Wealth*." But let that worshipping take hold of a good portion in any nation, fed by an extra quantity of laws of privilege, laws of robbery, and nations become then entangled in the coils of the anaconda of greed and materialism, away from all high ideals, away from God's greatest joys! There we have the whole philosophy of human history, proclaiming that the wisdom of men can never trifle with the wisdom of the All High!

TALES OF A TRAVELER.

BY FRANK A. MYERS.

Cora Vincent and her friend, Bettie Edwards, had been on a long trip away together, and had seen many amusing things by the way. The manner in which Cora told them made you laugh, whether you would or not. She was a bright girl, with a keen sense of the ludicrous. And everybody said she was beautiful and good. She was the daughter of Phil Vincent, a popular conductor on one of the roads leading out of Evansville.

And Bettie was just like her, for all the world. Betty was the sister of Andy Edwards, Cora's sweetheart, who was promised a train on the first change that was made on the line. Andy was a brakeman on Phil's train, and they worked together like clockwork. No wonder Cora thought he was the "nicest fellow living." She had good grounds for thinking so.

When she told him all about her trip he declared she had seen more than he would see in a lifetime, if he should travel all the time.

A train is a great center, where all sorts of people meet, and where, as a consequence, many things happen. In going over the line with her

father many times she had learned some of the vexatious things that a big-hearted conductor often meets with, and she knew his sorrows as well as his joys.

She had seen the impecunious, brazen-faced set, who depend solely upon their wits to pass them along. They have very plausible stories to tell how they lost their money, or had their pockets picked, or lost their ticket, or put it somewhere in a hurry and did not have it with them—tell anything in order to melt the heart with sympathy, any lie in order to be passed. These frauds and dead beats, who cheat the company and endanger the conductor's position, get very mad when put off the coach. They are rummy-looking imposters. A keen eyed conductor can tell them in a minute.

She had seen real cases of distress that had melted her feeling heart. One time she met and assisted a poor Russian woman, with three children, and they could not speak a word of English. The poor woman was blind, and some one in the car talked some kind of gibberish to her, and then Cora learned something about her.

Her husband, who had been in the United States several years, had finally sent her money to come to him. At Castle Garden a sharper got hold of her baggage checks in some way peculiar to the parasitic rascals, and she lost all her baggage and tickets. They were helped along by the company. Cora gave the brown-faced mother her purse, all the spending money she had, to help her along.

She had twice seen real gentlemen in much embarrassment and distress over the loss of their pocketbooks, tickets and all. They did not like to ask for a pass and did not know where to borrow money. These two gentlemen got out of their trouble by telegraphing back for money. One rash young man tried to borrow of her father, and then of the station people, but without success. He had to lay over until he could raise the wind to go on. The women of the poor, who are "caught short," ask quicker than the men for help; the men of the well to-do ask quicker than the women.

She had heard her father tell of people who came in late at night and had no place to go, lying around the station till daylight, sleeping in the hard iron seats; of the distress and impatience and ill humor of those who had missed trains; of lost children who had got separated from their friends; of little chaps labeled and put in the conductor's care; of runaway lads who were stealing their way west to fight Indians on the plains, and of many other things.

So on this long trip she and Bettie were to take she was prepared for anything.

While Cora and Bettie were sitting at the station, waiting for the train that was past due, with both eyes and ears pleasantly open, looking at the mixed classes of people, now and then talking low to each other and smiling extravagantly behind their fans, something "happened," to be sure. It always does to those who look and hear.

Some women came in that were masculine, others feminine, others still of the epicene gender. One woman possessed womanly modesty, and several precious gifts in the way of babbling children; a second swung through the room as if she meant to sail out through the open window among the hackmen and cabbies on the street; a third hesitated in the open door as if she knew not what to do, whether sit or stand; a fourth failed to thank a gentleman who gave her his seat, and yet you would not think to look at her that she wore the breeches; a fifth entered, all wrinkled smiles around the mouth and eyes filled with red, ready to acknowledge any kindness shown; a sixth walked in defiantly, as if

lady of all the earth and a big field on the outside, a seventh, poor, sad-eyed mother, with two children, excited a second look and called for sympathy; a bevy of gay, twittering young girls, all expectant of a happy future, fluttered in, bringing a breeze of laughter and innocence; there was the poor, dispirited house-girl, going back to her country home to remain. Indeed, in this bare-floored, hard-seated station, who was not there to the interested student of human nature? It was a kind of Noah's Ark, only the menagerie was not so wild as was the flood-rider's collection. The place knew no etiquette; it needed none; for if a code of rules as long as from here to Halifax were tacked up on the wall, nobody would pay any attention to it. Men would still cross their legs and swing their dusty shoes out to be brushed clean by women's dresses. They would still fresco the floor with muddy "ambier"; they would still occupy two seats and spread baggage over three or four more; they would doze and snore, and then look mean because of the noise; they would shout to others, off a piece, loud enough to wake up a deaf and dumb asylum, the girls would chew gum and laugh in the faces of quaint people; some young men would have a peculiar brewing-house smell on their breath, mingled with cigarette fumes; some women indulge in brilliant backbiting and let their tongues run riot in scandalous conversation. So what good of rules?

A laboring man, who carried a dinner bucket and wore lime dusted jeans and a blue shirt, excited the risibles of the gay young girls and caused two middle aged women, who were seated near Cora and Bettie, to turn up their pointed noses and look knowingly at each other. These two mesdames wore real pretty, stylish toilets, of light shades and trim patterns, with points and broad lapels. Cora heard every word they said, though they spoke in the smothered tones of the watchers in the sick room.

"Them girls standing there—all a piece of effect," avowed No. 1, jealously.

"Showing off their dresses," vowed No. 2.

"That soft gray don't suit that one's complexion," intoned No. 1.

"Pink would be better."

"Or cardinal."

"What a horrid mouth she has!"

"And such teeth!"

"She looks young, but I guess she's 26, if she's a day," observed No. 2, meanly.

"I'd take her to be all of 30."

"Yes, I guess she is," assented No. 2.

"Say, you know the Grabems?" said No. 1 suddenly.

"Yes."

"Well, they say that the big tea last week, when they had flowers and fiddlers and black waiters to do the thing up in style, you know, have got their furniture all plastered over with chattel mortgages, an' the confectioner hain't been paid yet for his stuff."

"Well, I declare!"

"The girls—it's too bad for them. People who push themselves for'ard ain't to be pitied much, though."

"And Mr. Grabem seemed to be such a nice man," said No. 2, parenthetically.

"So he was—as nice as there was in the town, until he got to drinking and going down town every night to play poker with Judge D. E. June," said No. 1, proud to give the information.

"Well, well! And did you know that school-girlish little Mrs. Hungerford has a baby?"

"No o-o; you don't say so! Is that true?"

"Funny looking little thing; can't hardly hold its eyes open, weighs nine pounds; has red hair—Do look at that crape-and-bead-trimmed-hat, without tip or crepe de chine on it, and stuck on an old silver-haired woman. What tastes!" And they laughed at their superior selves with satisfaction.

"Hear her say 'gals,' ha, ha," laughed No. 1. "She's a squeaky-voiced old thing, and no wonder she's got no better taste in dress. Do look; she's talking to So-and-so. She's thin, and none of your heavy-weight women. What a nose she's got—um-mi!"

"Frightful!" assented No. 2.

"Awful red."

"Flesh eruption."

"Looks like Maggie Granger's pappy's nose, an' you know how he drinks."

"It does, don't it, now?"

"He e e, he ha!"

"Wealthy-looking old woman."

"Rich dress on"

"Just wants to get credit for spending more money than she does."

"I guess that's it, my dear."

"Or keep up appearances"

"Something not right about it."

"I sympathize with her."

"So do I."

"Well, if 'taint Mrs. Dr. Pedler, 'pon my word. Something's going to happen; didn't know her. Well, for the world!"

"What! they who are after a rich catch for their Sallie, that homely thing—a pug, with a low forehead, who's said to be a perfect fright when she gets up in the morning, before she powders? Well, 'pon my word."

"She's after a one horse lawyer, they say," declared No. 2, 'an he don't look like he had sense enough to know what law is if he saw it."

"Who; that dirty little Fal Gordon, with side whiskers, a dude breastpin an' an empty pocket? Well, well! Poor Sallie! It's just terrible to think of it, 'pon my word"

Then their fine skirts swished, and they rushed over and kissed Mrs. Dr. Pedler. It was done according to old social rules, and not according to the "new woman" with a backbone. What follies, and backbiting, and spreading news in exaggerated form, and tearing reputations to pieces, and holding everybody up to ridicule.

Here a poor woman from Texas came in. All she had in the world being tied up with a cord, in a battered pasteboard box that she carried in her thin, work hardened hand. She wanted to go up into northern Illinois where some friends lived, and she had no money or ticket. She said her husband was dead and she had seven children. There was something about her that made everyone believe her story and take a good deal of interest in her. All the passengers in the station waiting room who could afford it, chipped in and helped swell the purse that was given her. Even the newsboys gave their nickels. The poor woman was made happy and sent on her way rejoicing.

"Train for the north and all connections east," bawled the station porter, and Cora and Bettie jostled through the gate with the crowd. In a Wagner coach they were whirled away over the beautiful land. They were all joy and gladness, the stage of you'h still being on them.

At Chicago, Cora's mother, who was there visiting friends, joined them. It was a glorious trip, full of life and light and laughter.

Evening drew on. Cora, whose sharp eyes saw everything, observed a man who seemed to be a novice in sleeping-car methods. He waited and waited, and still did not take his berth. He was nervous, undecided, shy. At last, with umbrella, coat, satchel, and all his belongings, he headed for his sleeping compartment. First he toured round to find a dressing room, but found none. What! Undress in the aisle! The idea! What if the thing should break down? He removed his coat with sudden desperation; that must come off any way. But where was he to put it. He peeped within to see, but no hooks nor spot to be found. Strange, that in these days of invention nothing was made for the coat and hat, and so forth. Then he finally deposited them on the floor with his shoes in front. He had decided to remove no more clothing. Then he took a turn in his stocking feet up and down the aisle. He

quickly drew aside the curtains and popped into bed. Good heavens! A shrill female scream filled the coach. Out hopped a lady in a white night gown instead of a traveling gown. She had on the one she wore at home. And she knew no better. The novice had made a mistake and gotten into the wrong berth in his nervous haste. The porter came; heads peeped out from above and below, all up and down the aisle; apologies and explanations made; laughter all around; the woman again settled into her berth by the side of her sleepy-headed hubby, who never woke throughout the whole proceeding. The porter explained the purpose of the hammock and shelves, and the novice was soon in a first disturbed sleep. All at once there were terrific yells of desperation in his berth, and a smashing of glass. The other passengers were startled. They imagined murder, wreck and all sorts of things. It all arose from the berth of the novice. The quick investigation revealed an empty berth, the double window smashed out, and a very probable tragedy.

The train was backed up, and the novice, clad only in his night clothes, was walking the middle of the track to meet it.

He was unhurt, save a slight cut made in his shin, by the broken window. He was examined by Dr. Horace Morgan, who was on the train. After telling his story, he retired again.

He said he had been helping his wife that day, showing her how to run the new furnace in his absence. But now in his vivid dream his house was on fire and his family was locked up inside. With mighty yells for help he kicked in the door, found the floor burned away, his wife and everything in the house cremated, and himself landed in the cellar with a dull thud. The fall awoke him, and picking himself up discovered he was alone in the dark by the side of the railroad. Expecting to see the train a wreck and the other passengers killed, and glancing hurriedly about him he saw in the dim starlight his train vanishing in the distance. Then he remembered his horrible dream, and the true situation dawned on him all of a sudden.

Next morning when the porter brushed him off, he merely said "thank you."

"I 'lowed you was a new man in a sleeper, boss," the porter laughed, goodhumoredly; "fer mos' people gibs me a quarter. An' den dat ain't de on'y reason; I couldn't find your shoes dis mo'nin' to black, an' I 'gpose you tuck 'em to bed with you. O, yes, dat's all right—no," as the novice handed him a twenty-five cent piece of silver.

Despite the, multiplied attractions out the

screened window and the numerous amusements within, Cora, who was perfectly familiar with a train in all its moods and fancies, went forward, alone, into another car, simply as a "change." There was no danger in passing through the vestibule. She sat down alone.

In a few minutes the train stopped at a crossing. A young man, with uncut hair, entered and sat down behind Cora. He had a grim look, and she at once disliked him—afraid of him, somehow. The train started.

"Where does this train stop next," he coolly asked her. She said she did not know.

"Excuse me, miss," he said curtly. "but will you oblige me by cutting my hair a little?"

Cora thought him mad, but being alarmed by his manner, and without a will of her own, she took the scissors he offered and nervously complied. Of course it was not a good job of barbering, but what else could she do but obey. She never could understand why she didn't refuse point blank. Then the young man changed his coat, his collar and tie, and put on a pair of spectacles. Cora was interested. He had transformed himself for all the world like an elderly clergyman in spectacles.

"Now," he said, with knit brow, "you must be quiet and never contradict me. If you do you will rue it."

The frightened girl wanted to run back to her own coach, but she seemed glued, in fear, to her seat.

The train stopped. A policeman walked through. He peered sharply at the transformed fellow. It was a critical moment.

"Have you the tickets, dear?" leaning over toward Cora.

"All right, sir," said the policeman. "We don't want to disturb you at all. We are looking for some one else." And the policeman passed out.

At the next station the transformed minister disappeared, in the midst of the confusion resulting from bringing a man in manacles. He was on his way to the penitentiary, having been convicted of train robbery. He was a hard looking fellow, in the meridian of brutal manhood. His name was Perry Teman. His vicious-looking old mother was with him; she could not give him up at the station.

The affair shocked Cora. In her innocence her sympathies went out to the man in irons. It was hard to be deprived of liberty. But when she learned the full circumstances she changed her mind.

In the first place, the youngish man who had gotten off so mysteriously, was wanted also for

train robbery. He was the leader of the gang of robbers, and his name was John G. McGregor. He and this man, Phil Teman, were pals, and once had robbed a train on which Phil Vincent, Cora's father, was running. Her father had been knocked in the head with the butt of a revolver, and lay in a dangerous condition for a long time. He was a brave man and led the defense against the gang.

In a subsequent robbery Perry Teman had been wounded and caught, for which crime he was now on the way to the "pen."

His measly looking old mother had a real romantic life. Once she was a beautiful girl, but a bad disposition had soured her looks, and she now looked like a disguised old witch. She married a fine looking, splendid young man, the son of a minister. The truth is, that neither knew the worth of a dollar, for neither had ever earned one in their lives. With a snug little dot they settled in the west, but of course soon ran through with their property. Her ugly disposition brought on many a domestic cyclone. They grew poorer and poorer. Finally she left him and returned to her home again. Then he returned to his home. In time, swayed by melancholy and unhappiness, he went to seek his wife. In spite of all overtures the obstinate wife would not see him, nor let their only child, Perry Teman, see him. The poor, forlorn husband appealed in vain. She was as hateful as sin and a good deal more repulsive to one with a fine sense of justice.

The shame and sting was unbearable to the broken hearted young husband. He went into the parlor, and sitting down to the piano, played an old, sweet song she used to play for him when they were lovers. It sounded like the echo of a sweet memory—like a gentle something caught up for a moment from the dead past. Then it ceased, and there was a sob. Some time afterward they found him on a bed upstairs, dead. Her obstinacy had made her a widow and her son fatherless. He had taken opium and died.

And this was the obdurate, unyielding old hag that came in the train with her pinioned, guilty son. She had educated him in her way, and see what it had all come to—a poor, miserable penitentiary rat, fit for nothing else.

Howling and shrieking, the old crone was dragged from the train, torn rudely from her unworthy boy, and the train moved on.

With excited step Cora hastened back into the Wagner coach and related all that had happened and all that she had heard. Her mother and Bettie listened breathlessly. It seemed too romantic to think such things had happened so near

to them. These things had always before seemed afar off, at a safe distance. The three could not unencumber their minds of this story the rest of the day. However, it did not spoil the journey nor the enjoyments of the trip.

After spending a fortnight at the seaside, and living "in the swim" for a moment, all too brief, as they felt, they returned home. All in all, it had been one of the jolliest seasons away from home they had ever had.

Making a good deal out of the adventure she had had with John G. McGregor, and embellishing it with a natural sense of humor, Cora related the whole thing to Andy Edwards as soon as she saw him after her return. Andy laughed when she described the glasses McGregor put on, and when she depicted, in flowing terms, the terminant old mother of Perry Teman. He could see it all through her droll words just as it was.

Some time afterward Andy brought a newspaper to Cora and read a bit of news. It was all about the very men with whom she had had an adventure on the train. She was intensely interested, and said so. Life seemed to be a tangle of tissues that worked into each other some way, she knew not how, nor stopped to explain it to herself. What was the use, for how much better off would she be then than before?

"It's no surprise to me that that mean-looking Perry Teman should escape from the pen. I never saw a more brutal man." She was in dead earnest.

"You can't tell me anything about him. I met the gent once, under rather unfavorable circumstances, though, I must say. But as it was, I think he heard cold lead howling uncomfortably close about his head. After we got organized and showed a bold front the onery dogs made tracks mighty fast." Andy showed still a bitterness in his tone.

"And I'm right down glad they got that—that fellow whose black hair he made me cut—that John G. McGregor. And they got him at last—good!" She fairly clapped her hands for joy. Her eyes flashed gladness like the spring grass does the sunshine after a growing shower.

"Got him—yes; and he's good for about ten years, or more, the low down scalawag. You bet they got him."

"To think how he made me—forced me—conquered me—into cutting his hair; made me an accessory to his crime, against my will! Will! I had no will in the case." She paused, and then added: "I don't understand how it was."

"As somebody has said, we can't pretty nearly always sometimes tell about ourselves—what nor why we do. We do, and that's all we know about

it." There was a long pause. Something—he didn't and he did know what—something was on Andy's mind and heart. It lay lightly and heavily both.

And when he kissed Cora for the one sweet,

simple word yes, the heaviness was gone, the earth was a great magnet of bliss, and life, with a glorious love in it, was the most wonderful thing possible for human consideration.

OUR NEW YORK LETTER.

Bryan and Old Sol have fairly divided honors this month in the estimation of our citizens. And while it may be thought that presidential politics is a subject of more permanent importance than any condition of the weather, a stress of the latter which slaughters over six hundred souls is not a thing to be passed by with contempt. Perhaps it is the high pressure conditions under which we live, and which do not permit of any sensible relaxing of the customary social machinery, of any adapting of the habits of life to the great extremes of heat or cold; which, exceptional with us, are things to be regularly reckoned with in other places where they occur. Perhaps it is that the seasons really do play pranks with us, from which our neighbors are exempt. But whichever is the right explanation, our famous blizzard of 1888, on the one hand, and our dog days of 1896, on the other, do seem to have had disastrous effects that statistics show nowhere else. The 12th of March, eight years ago, will doubtless never pass out of the memory of those living or doing business then on Manhattan Island, for its tragical stoppage of the ordinary currents of trade, for the pall of suffering and death that it spread over the great city. And the first two weeks of this August, just passing, will have a like legacy in the memory of those who have struggled through them.

Serving as it does the function of clearing house for the continent, in goods of all kinds as well as finances, the three millions of people who make up the population of Greater New York could not cease their activities altogether, as the inhabitants of a tropical town might have done under like circumstances. And so the machinery worked on in a clanking fashion, and men and women bustled to and fro, but with steps that took on an increasing languor as the days of heat and oppression went by. But while the bankers and the merchants, whom it is the fancy of the west just now to picture as always dwelling in indolent ease on the spoil which they wring from the producers of the land, and their army of clerks, who as myrmidons of the money power, are but little less hated, while these classes had to stick to their desks and get through their tasks

as best they could, the actual hand labor of the town was to an appreciable degree brought to a halt, simply because human nature was not equal to prolonged exertions under such circumstances. For the death roll was piling up, and with its concomitant list of wounded, bore no mean comparison to the casualties of a battlefield, while the number of those who pulled through without actually falling, but nevertheless with weakened vitality, will never be known.

In the midst of all this came the Bryan notification meeting; and so amazing it was that a great swarm of humanity should have turned out that at first thought it might seem to justify every hope of the candidate that he was about to sweep the Empire State through an overwhelming majority in its metropolis. To attract a crowd was but little, for there are enough people within touch of our City Hall for a very small percentage of them to make a very big crowd, and under normal conditions there is no better time for this than the summer, when other recreations and excitements are comparatively few. The thing was that a great crowd could be gathered in a community already suffering from the heat, to face a certain increase of its discomforts; and superficially this seemed to argue a surpassing tribute to the orator and his cause, though as the event showed, it only indicated a tribute to the value of advertising. That our newspapers distort and suppress to a shameful extent has more than once been pointed out in these letters, but in this instance, there is no ground for disputing their practically unanimous verdict—that the meeting was a failure, and the throng which attended it was for the most part there from curiosity, and not from sympathy or even genuine interest.

Until that meeting was held, no one really knew how much footing either free silver or the "vague unrest" argument had secured with the population of the east, and almost a panicky state of mind was rapidly developing as to what forces might lie hidden in our midst, but the reversal of sentiment has now been most complete, and one hears such ridiculously extravagant predictions as that Bryan will not carry a single state. Of course, the conclusions to be drawn concern

only this immediate vicinity, but as to this, they are quite clear. No amount of physical discomfort would have caused the audience to start on leaving the hall—as they actually did—within five minutes after the speech of acceptance began, when they had once taken the trouble to get there, if their motive had been anything but pure curiosity to see what this much heralded candidate looked like and how his voice sounded; and as the process of departure was steadily continued by dribbles throughout the speech, it shows that not a mere fraction only, but a majority of the audience, was actuated in this way. And the after effects are a confirmation of this view, for one hears no enthusiasm, no arguments even, as one travels on public conveyances, that have more than one side.

But while the determination to oppose free silver thus seems to have become more pronounced in this section than ever, it cannot be said even from the gold standpoint that no good has been done by the turn which the campaign has taken. For one thing, it has clarified ideas. It is to be feared, indeed, that not very much progress has been made in logical reasoning; but the vague idea that there was some mystical virtue in two standards is rapidly being got rid of, and men are coming to recognize that a double standard not only never has existed, but practically never can exist, and that it resolves itself into one standard or the other. The absurdity of the argument that the business of the world is being transacted by the physical use of a twenty-two foot cube of metal, and that the assumed insufficiency of this will be materially relieved by the addition of another paltry cube only three times as large, this absurdity is too patent not to contradict itself as soon as attention is definitely directed to it. And from this, men who are accustomed to dispensing with actual currency in their transactions and employing bookkeeping only, are fast coming to learn the basic truth that the quantity of currency is entirely immaterial in civilized nations, but its quality of very great importance. On the other hand, the conception of widespread discontent that is in reality created by causes with which currency has nothing to do, is in itself a most wholesome thing. In some minds it arouses a bitter feeling of opposition to the protest, it is true, but the very bitterness of this is in itself a testimony to the fact that the protest is not without reason. Men do often get to know and even esteem each other better for fierce conflict, a fact of which our experience during and after the rebellion gave ample proof. There is no disposition to compromise on the part of gold men of the east—I am speaking, of course, of the average

private citizen, since the attitude of the political classes is sufficiently set forth in the regular news reports—they are more determined than ever in their convictions. But even amongst those whose environment is such as most to narrow their outlook, one finds increasing instances of readiness to accept the postulate that the outbreak which has centered around a demand for free silver does not find its sole source in a desire to repudiate debts.

After all, this question of the value of investments, is not one which directly, at least, concerns any very great number of people, as either debtors or creditors; and as discussion goes on, this is sure to be recognized. Barring the burning question of mortgages, indeed, very few people are debtors to any greater extent than they are creditors, the burden of debt being more and more lifted the lower we go down in the scale of comfort, for the very sufficient reason that poor people cannot get enough credit to be very deeply immersed. And even as to mortgages, we all know, even when some of us may not be willing to admit it, that the average term of mortgages is so short that their holders can nearly always protect themselves, as the rich generally find the means of doing, at the expense of the poor, when things are upset.

On the other hand, there are not many of us, east or west, who have very important interests as investors to be disturbed, life insurance being about the only very widely spread investment. As to this, of course, there is a very serious question involved, which cannot lightly be set aside with the retort that if companies really believed their own arguments against the possibility of depreciated dollars, they would be only too anxious to pay them. For as nearly all the great companies are on a mutual basis, there is no corporate interest to gain in this way, and the real fact is, that if there were to be a depreciation, the policyholders would directly lose their proportionate share of the decline in the value of the investments in which their joint funds have been placed. But just as the ultimate motive of the demand for free silver is a belief that more currency is needed to stimulate the machinery of trade, so the real force of the opposing sentiment is a dread of the stoppage of trade from the panic which nearly everyone in this part of the country believes would result from success of the silver movement. Few of us may either owe debts or hold investments, but all of us depend upon the continuance of the industrial life of the nation; and so, whether we seek to stimulate this by protective tariffs or hold that freedom is the short way to develop industry, whether we agitate for a greater volume of currency or fight against what we think will bring the wheels of commerce to a standstill, we are really all aiming at the same ultimate purpose.

EDW. J. SHRIVER.

COPIED.

THE MYSTERY OF PHANTOM CURVE.

BY G. W. WALLACE, IN LEADVILLE PAY-STREAK.

The traveler en route to Durango and the San Juan, over the Denver & Rio Grande Railway, need not doze the hours away for lack of interest in his surroundings if there is a spark of the sublime in his make-up. Phantom Curve is particularly attractive, and no matter how often seen, it loses none of its scenic beauty or attractiveness.

We are introduced to this spot as emerging from a tunnel just east of the curve, where we wind along our crooked path near the crest of the mountains. Looking to the west across an awful chasm about one mile in width and apparently the same in depth, a dark spot in the range is pointed out as Toltec Tunnel. Thus resting at the very base of this immense and irregular mule shoe is Phantom Curve. Although winding along the very brink of the chasm, and at times shooting through cuts of solid rock, and we occasionally catch a view of a narrow valley below. The beauty and grandeur of this enchanting spot is not fully realized until gliding through a labyrinth of pillars which extend from the base of the hill, growing higher and higher, those nearest rising above us a hundred feet. These grim and spectre-like monoliths seem to stand quiet guard over the portal of Toltec Gorge. These pillars are not of that common type usually seen in Colorado, but formed of stones of different sizes and various hues. They are sedimentary in character and cemented into a compact mass that has withstood the action of the elements for ages.

The mountain whose rim we circle, into which is cut the narrow roadway, rises two hundred feet almost perpendicularly. Then, upward, rising higher and higher, until it loses its identity and is merged into the Sangre de Christo range. Gliding along the pillars and columns one silently contemplates the ages nature has taken to form this statuary. Leaning over the awful abyss one looks down the long defile, where can be seen the turbulent waters of the Los Pinos dashing spray in the sunlight. Between the two tunnels we travel five miles, never losing sight of Phantom Curve nor gaining in distance as we travel to the west more than one mile.

It was in midsummer, 18 . . . I first viewed this charming spot. This having been designated the sportsman's paradise, I was attracted there to spend my vacation. Our tent was pitched immediately below Toltec Gorge, on a gentle elevation less than one hundred feet from the stream. The view from our camp was charming. A series of surprises greeted the eye, no matter in what direction we turned. To the east rises Aztec Mountains; to the north, Phantom Curve; west of us, Toltec Gorge; while to the south we are hemmed in by a range whose shaggy sides suggest nothing but a wilderness of lava. Our camp was close to the mouth of the defile through which rush the waters of the Los Pinos. Determined to see Toltec Gorge by moonlight, and with that object in view, we

wearily climbed the hill, wading through drifts of snow in our ascent. Passing through the tunnel we encounter a bridge almost before emerging. This bridge, built partly in the tunnel, crosses the famous Toltec Gorge. The scene here is inspiring. We lean over the bridge looking down the awful chasm, not more than ten feet in width, down, down, one thousand feet. The moon, high in the heavens, casts a pale light over the scene and throws long and irregular shadows into the gorge below. Above the din and roar of the cataract may be heard the click of the boulders passing over the falls, or the crash of a huge block of ice as it is ground into atoms or tossed into the air to fall below. The foam and spray, like a thin vapor, cover the foaming torrent as though to veil the sacred precincts from the vulgar gaze. As this vapor rises it takes on all kinds of fantastic forms—ghostly arms seem to wave and beckon and ghostly hands to unite in prayer.

After viewing this scene we retrace our steps to camp below and retire for the night, listening still to the rush and roar of the falls which lingers on the ear like the sound of a distant battle. This and the quiet sighing of the wind through the branches of the trees as it swept down the canon from the snowy peaks above, soothed me to half slumber. As the mind wanders in this condition, which is neither sleeping nor waking—as it drifts along on the quiet bosom of the mystic sea—how indistinct become the lines separating the real from the imaginary world! How it will follow long and fleeting shadows, strange and fantastic forms, until at last, in deepest slumber, it occupies a realm of its own. The noise of the falls grew fainter and fainter, then only at intervals was it heard, until it was lost in a whisper, and then, sweet oblivion! How long I had slumbered I know not. The moon had traveled far to the west when I was aroused by what seemed to be the hum of many voices; yet so indistinct that it was but a whisper. I sat bolt upright and, in terror mingled with amazement, struggled to associate my surroundings with what had disturbed my slumbers. Was I still sleeping? I passed my hand over my face and glanced cautiously around. My companions were lying close beside me with every evidence of deepest slumber. The echo of strange and uncertain sounds was still audible. Peering through an aperture in the tent I was amazed to see on a knoll but a short distance from me, strange and fantastic forms gliding to and fro under the trees. In the dim light the waning moon cast over the brow of the hill the outline of their forms was plainly visible. . . . Cautionously I crept to the door and peering out beheld the most wierd sight mortal ever witnessed. At least a score of them, all sorts and sizes, some wrapped in white gauzy apparel, others cloaked and hooded in deepest black, while others with naught but nature's habiliments, yea, not even that, for the moonlight gleamed through and

glistened on their marrowless bones. My interest became so intense that fear gave way to curiosity. I ventured further. There was a lull in their festivities and then the tall skeleton form of one of the group stepped out from among the rest. He moved with stately dignity as he danced alone. First the Highland Fling, then a double shuffle and a polka step, while his silent spectators, with many nods and grimaces, seemed to convey approval, or with hands and feet beat quick time to the step of the giant performer as though to appease an irresistible desire to join in the dance. But the grim and silent spectre danced on and on, his bony feet clanking in his step to which his nether jaw automatically kept time. Suddenly springing to his side as if by one impulse, the whole coterie joined in one grand rush, and in a whirlwind of delight, they circled right and left in perfect time to the rattling of their fleshless hands. Then round and round, faster and faster they whirled until they seemed but one chaotic mass with the tall form of the giant pivoting in the center, his arms waving wildly above the group. Then a muffled roar broke the awful stillness. It continued without intermission, growing louder and louder until the earth trembled. The very range seemed rent to its base as it echoed in wild confusion up the distant canon and broke out anew on the farthest hill. I stood trembling in fear, expecting to hear an awful summons pronounced in sepulchral tones from the peaks above or the caverns below. Suddenly Phantom Curve seemed all ablaze. A bright light was shining full on the columns and pillars. In the gleaming light they seemed like moving giants as

their long shadows changed and crossed each other. It was only a train rounding Phantom Curve. I turned to the spot where a moment before I had witnessed the spectral dance. Not a thing was left of that exanguineous company. The wind blew lightly down the hill, bringing with it a spray of snow. I sought my couch much confused in mind and soon thereafter joined my companions in dreamland.

* * * *

It would not be out of place to record here a legend of the Moqui Indians, who years ago followed the chase in this wild region. It is in effect that at certain seasons of the year their game, which had been recently slaughtered, would suddenly again take life and scurry away, followed by forms which the unerring aim of the hunter failed to bring down. And again, at the most unexpected times and without apparent cause their flocks would take fright and stampede in all directions. At such times, while the luckless aborigines were collecting their herds the graves of their dead would be defiled. With such sincerity is this related and with such tenacity do they adhere to it, that it is linked inseparably with their history.

This is given as a cause for their going southward. While this has but served to excite the mirth of the pioneer wiseacre, it has also served in a measure to clear up what must have been to me a profound mystery. Although careful investigation has developed nothing more than is recorded here, I would gladly give all I possess for another glimpse of that awful spectacle—a return of the Toltecs.

LOVE'S APPEAL.

[Written for THE RAILWAY CONDUCTOR.]

BY MRS. NELLIE BLOOM, SAN FRANCISCO, CAL.

Have I erred beyond forgiveness?

Have I erred through love for you?

Have I lost the warm affection

I once deemed so pure and true?

Has your heart so soon forgotten

All the vows you oft have made?

Vanished are those earth-sown pleasures

That you have so oft portrayed.

Have I erred beyond forgiveness?

Speak the word that seals my fate:

Tell me, dear, that I'm forgiven.

Tell me ere it is too late:

Let sweet words of loving kindness,

From my soul drive out all fear,

And my heart will thrill with gladness

O'er the words I long to hear.

Have I erred beyond forgiveness?

Have I erred beyond recall?

Will not prayers, entreaties move you?

Or unheeded will they fall

From the lips, whose quivering anguish

Breathes the sorrowing heart's sad moan

O'er the past, where hope once radiant,

In life's sky resplendent shone?

Have I erred beyond forgiveness,

That you coldly turn aside?

Have endearing recollections

Of a love both true and tried

Gone from out your heart forever

For the one who loves you yet?

You who won my heart's devotion,

Teach me now how to forget,

Have I erred beyond forgiveness?

Will atonement be denied?

Will the faithful love I bear you

By you, dear, be cast aside?

By the love you say you bore me,

In the days of long ago,

Speak the words my heart so yearns for—

Forgive me, dear, and tell me so.



Our readers who write to any of the firms advertising in these columns are requested to mention
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E. E. CLARK, EDITOR,
J. A. MILLER, ASS'T

ARBITRATION IN WISCONSIN.

Organized labor is almost universally pledged to the support of the principle of arbitration as the best means to be employed in the settlement of all labor disputes. Several of the states have given it legislative sanction by the establishment of boards whose especial function it is to intervene, upon suitable request, in case of trouble between employer and employe and put forth their best efforts toward securing an amicable settlement. Such a law was passed by the last Wisconsin legislature, instituting a State Board of Arbitration, to consist of three members, two of them to be appointed by the governor and the third to be selected by those appointees. Brother R. O. Jeardeau, of Division 46, was chosen by the governor to represent organized labor, and Mr. R. H. Edwards to stand for the employers. Through the fairness of the gentleman last named, the third place was filled with a representative of the iron workers, who is known over the state as an able and eminently just man. This gives to labor two of the members of the Board, securing for it the confidence and support of the workingmen, while the known integrity and fairness of all the members causes the employers to look upon them with equal favor. Although but a short time organized, they have already brought several somewhat serious disputes to a friendly and satisfactory issue, and have done much toward establishing the wisdom of the plan under which they are working. It was the good fortune of the writer to meet Brother Jeardeau a short time since, and knowing that our readers would be interested in obtaining all the light possible on the subject of arbitration, the following statement

regarding the work already accomplished and the prospects for the future usefulness of the Board was obtained from him:

"The question of arbitration through the means of a state board is a comparatively new one with us, as you doubtless know, the law establishing our Board having been passed by the last legislature. While it may be too early as yet to determine upon the exact value of the plan, we cannot but feel encouraged by the success which has attended our efforts to date. The only failure we have met so far has been the Milwaukee street car strike, and there no blame can attach to the Board, as there was no possible chance to bring the men and the company together. That fact was amply demonstrated by the half dozen other agencies which attempted to bring about a reconciliation, only to fail more signally than we did. Our law does not contemplate compulsory arbitration, and we can only interfere where our good offices are requested. We always make it a point to suggest arbitration to the parties who have differences to settle, but we feel that the best results are to be obtained through mediation. Two of the members of our Board are representatives of organized labor, and the third, our chairman, who is the representative of the employers, is an exceedingly fair man, and we have little trouble in gaining the confidence of the workmen or of the men who represent the other side of the question. Having done that, we are in a position to bring them together and lead them to the settlement of their own differences. This, we find, leaves a better and more friendly feeling after the trouble is over, and, more than

that, puts them in the way to adjust all future difficulties without reference to outside parties. This was the plan we adopted with the striking longshoremen at Superior, recently, and we found that it worked to a charm. When we were called there by the mayor, fights and incipient riots were of daily and almost hourly occurrence, and the entire city was terrorized. When the representatives of the striking organization who appeared before us had been properly identified, our first care was to convince them that they could not retain the sympathy of the people of the state, nor could we, as state officials, continue to work in their behalf so long as violence on the part of any one of their members was permitted. They reported what we said back to their organization and from that time forward perfect order was maintained. We then counseled with the men and finally drew up for them an agreement, which omitted those portions of their first proposition to the company which were contrary to reason and could not be accepted. When they saw the fairness of our proposition they accepted it without question, and the company accorded it

the same reception, with the exception of one little difference, amounting to five cents in the pay of a few of the men. The company made every other concession asked, save that, and, as the men had won on several other points, they finally agreed to waive it. A few days later a settlement was reached on the agreement prepared by us, and that with the best of feeling prevailing on every hand. The same was true of the troubles in the large manufactory at Glenwood, where the men were so enraged that they were talking of burning down the plant. When we came away, after a short session, both the officers of the union and of the company escorted us to the train and united in saying that the aid of the Board had done them a world of good in bringing them back to their old friendly relations. There are other instances I might cite, showing that absolutely fair and impartial mediation is the means which promises the best results in all such conflicts. In my opinion all will soon agree that such mediation can best be secured through state boards such as ours, and the plan will come to be very generally adopted."

THE INJUNCTION AGAIN.

That ever ready weapon, the injunction, has again been brought to the aid of the corporations as against the people. Milwaukee was the scene of this last outrage, and the occasion for it was the action of that city in attempting to bring about a reduction of street car fares to four cents. When this purpose was made public the Central Trust Co., of New York, which holds mortgages on portions of the Milwaukee system, asked for an injunction to restrain the city from enforcing the proposed reduction, and it was given. This is no more than should have been expected from a judge who was a corporation attorney before his elevation to the bench, and is in perfect keeping with a long list of decisions upon kindred subjects.

There is still another case of injustice by injunction which is worthy of more than passing thought by the people generally, and that is the case of the *Midland Mechanic*, published at Kansas City, Mo. At the time of the boycott against the Armour Packing Co., last May, an injunction was sued out against the *Mechanic*, restraining it from publishing any of the acts of the strikers in connection therewith. All the efforts of the publishers of that paper to have the injunction raised have failed, and a hearing in the matter has been persistently denied, the temporary

writ having been allowed to stand ever since its first issuance. We have seen no copy of the writ, but from the showing made of it by the *Mechanic*, it is one of the regular omnibus affairs, common to such occasions, and its strict application would make that paper open to sentence for the publication of anything which did not happen to please the court. Such a proceeding is an outrage on common decency and justice, and it should not be allowed to continue for a single day. The people of Kansas City, and, indeed, of all the country, are directly interested in the suppression of such tyranny, and they should make common cause with the *Mechanic* until it has been given a fair and impartial hearing.

So long as the corporations have the injunction at command they need not fear being able to keep the people within their clutches, and they will not be deprived of its aid and comfort so long as the practice continues of giving to corporation attorneys so great a majority of the positions on the federal bench. A few of these ermined gentlemen have been found who were just enough to recognize that the people have some rights, but where is the one who would care to issue an injunction against the coal combine when it proposes to raise the price of coal to all

the consumers in the union, and that for no other reason than to increase its profits? Where is the judge who has the nerve to attempt to restrain the window glass trust, which is even now in the process of formation, and has no other purpose avowedly than to increase the price of its products without increasing the cost of its production? The same is true of the steel, sugar, oil, and half a hundred other similar combines, all of which are openly organized, with no other aim but the robbery of the common people; all of which are organized directly contrary to the law and in brazen disregard of its mandates. No judge was found to prevent Rockefeller and his

associates from robbing the nation of \$45,000,000 with one turn of the Standard Oil screws, but no difficulty is found in securing a judge sufficiently pliant to aid in preventing the city of Milwaukee from forcing one of its corporations to give over to the people a small portion of its unearned surplus, and another who does not hesitate to rob a labor paper of its constitutional rights in the name of the law. The courts are working the injunction overtime, and if they do not moderate their devotion to this latest discovery in the science of legalized tyranny, they may be made to suffer for some portion, at least, of the crimes they have committed in its name.

CHANGES IN CONVICT LABOR SYSTEMS.

The current number of the Bulletin of the Department of Labor contains an interesting article upon the subject of convict labor. This subject was taken up with considerable minuteness in the Second Annual Report of the Commissioner of Labor, the data gathered at that time covering as nearly as possible the fiscal year for each institution ending in 1886. The present article has been compiled in order to bring recent facts in comparison with those gathered in 1886, and the result is not only interesting but very encouraging to those who hope to see honest labor freed from competition with crime. In this last investigation only such penal institutions as reach the grade of state penitentiaries are considered, all penal institutions having been included in the report of 1886. According to this last report, the number of convicts in the prisons of the grade now under consideration in 1885 was 41,877, while in 1895 the number had increased to 54,244. It is interesting to note in this connection that there were 1,967 female convicts in 1885, and their number had only increased 21 at the time of the closing of the report in 1895. In 1885 the number engaged in productive labor was 30,853, or 73.7 per cent of the total number, while in 1895 the number engaged in productive labor was 38,415, or only 70.8 per cent of the total. In 1885 there were four general plans followed in the employment of convicts, and they may be described as follows:

1. The contract system, under which a contractor employs convicts at a certain agreed price per day for their labor, the prisoners working under the immediate direction of the contractor or his agents.

2. The piece price system, a modification of contract system, under which the contractor fur-

nishes to the prison the materials in proper shape for working, and takes back the manufactured article at an agreed price, the work being done under the supervision of prison officials.

3. The public account system, under which the institution carries on the business of manufacturing like a private individual or firm, buying raw materials and converting them into manufactured articles, which are sold in the most available market.

4. The lease system, under which the institution leases the convicts to the contractor for a specified sum, and for a specified period, the lessee usually undertaking to clothe, feed, care for and maintain proper discipline among the prisoners while they are performing his labor.

Under the public account system, according to the report, there were produced in 1885 goods to the value of \$2,063,892.18, which amount in 1895 had been increased to \$4,888,563.36, or an advance of more than 100 per cent. Under the contract system, the amount produced in 1885 was \$17,171,265.69, but in 1895 this had fallen to \$8,190,799.70, or about 50 per cent of the original total. These differences are largely due to the agitation which has been made of late years against the contract system, and to the corresponding growth in popularity of the public account system. While there is much of encouragement in this change made in the general direction of the efforts of these men, there is still more to be found in the figures showing the total results of their labors. In 1885 their total product was \$24,271,078.39, while in 1895 it was only \$19,042,472.33. Much of this decrease is doubtless due to the constant opposition made to the bringing of convict labor into competition with that of free men. The result has been that in many of the states

an especial effort had been made to confine their labors to such lines of production as would not conflict with the interests of honest men, while in others the prisoners have been largely taken from the work of manufacture and their time given over to prison work and public construction. In some instances large farms have been purchased and the men have been placed upon them

with the view only to self-support, and with no thought as to profit. From these figures it will be seen that the agitation of the past few years is already bearing fruit, and if it is maintained as begun, it will unquestionably be but a short time until the convicts of this country will still be self-supporting, while at no point will honest labor be compelled to compete with their product.

GERMAN LABOR.

The July Bulletin of the Department of Labor contains another interesting article from the pen of W. F. Willoughby on the general subject of "Industrial Communities." The great iron and steel works of Friedrich Krupp, situated at Essen, Germany, is taken as the direct subject of this particular chapter, and it shows conclusively that care for the industrial and social conditions surrounding workmen is not confined to French institutions of that description. The business of Krupp was founded in 1810, before the age of steel had fairly begun, and its career since that time has been fairly typical of the growth of industry during the nineteenth century. From a village of three thousand people at the beginning of the century, Essen has grown until in 1892 its population numbered 85,591, all of them dependent upon a single manufacturing concern. The course of the proprietors of this institution is shown, by the article in question, to have been very nearly parallel with those of the French concerns recently considered. They early took up the work of preparing homes for their employees, which were given to them at a rate which brought a net income of only 2.15 per cent on the total capital invested by the company. They also encouraged in every possible way the desire of their employees to own their homes, and furnished the money for either purchase or construction at a very low rate of interest and on equally easy terms of payment. Co-operative boarding houses for unmarried employees form another feature of the aid extended. Relief and pension funds were

first established in connection with the Krupp works in 1853, but the plan then adopted has since been modified under the laws passed by the German Empire during the years from 1883 to 1891. In every instance the company has taken special pains to make the change redound to the benefit of their employees, and the result is now a very complete system, making liberal provision for both the workmen and their families in almost every possible case of distress. The system of co-operative distributing stores has been carefully perfected in this city, and has worked great benefit to the employees, a very large percentage of whom are subscribers to it in every form. The school system is very complete and is generously supported by the firm. Ample provisions are made to maintain the health of the employees and their families and to secure their mental growth and social enjoyment. As a result of these efforts on their behalf the laborers are contented as a class, and there is almost an absolute absence of labor difficulties. A high degree of the stability of their employment is shown by the fact that 21 per cent of all employees have been continuously employed for more than fifteen years, while 44 per cent have been in the employ for more than five years. The members of the firm bear witness to the fact that all these social enterprises have been more than repaid by enabling them to secure and retain a better class of workmen, by the absence of friction between the management and the men, and by the increased faithfulness to the interests of the establishment.

WHERE THE TRUE DANGER LIES.

The effort recently made to further consolidate the window glass interests of this country was one which may well be watched with jealous care by the consumers. Some time during the past year the Pittsburg and Indiana districts formed two separate pools, or trusts, for the purpose of controlling the price of the entire window glass output, but they have been found inadequate for the purpose, as all the manufacturers did not join,

and the outsiders have been cutting the pool prices ever since the organization was effected. The plan now is to consolidate these two trusts, and if possible, bring in all the outsiders, so as to be able to keep the control of the business in every home market. By the use of differentials in favor of patrons on the seaboard, they then hope to be able to take the market away from Belgian and all the other foreign producers, thus

giving into the hands of the pool the entire American market. In case the independent manufacturers refuse to come into the pool they threaten to abolish all agreements and return to the old way of fighting for business. All of these threats and promises are made openly through the daily papers, and there is no more thought of concealing the purpose of the organization than if it were for some legal purpose, rather than an unlawful proceeding from beginning to end. The secret of this open contempt for the law is doubtless to be found in the fact that the united capital of the pool reaches the significant sum of \$15,000,000, and that to the officers to whom is given the execution of the law is excuse sufficient for the performance of any crime in the calendar. So long as the possession of money is all that is

needed for immunity in the commission of crime, and the people see that only those who are unable to purchase exemption, are punished, so long there will be contempt for the laws of our land, and so long will the people be discontent with their conditions. This tendency to condone the offenses of those who happen to be the possessors of great wealth is the greatest danger which confronts our nation to-day, and from it will come such an uprising as has not heretofore been known in history. The men who thus override all law but their own sweet will are the true anarchists, and they are a thousand fold more dangerous than are the poor fools who prate about dynamite and the dagger as the great civilizing forces and whose only true ambition is to keep drunk without having to work in order to secure the price.

RELIEF FOR THE UNEMPLOYED.

The question of the unemployed has been one of the first importance during the three years just past, and, while there has doubtless been a change for the better, it is still sufficiently menacing to demand the best thought of all our public minded citizens. The Massachusetts Board have been investigating this question under the sanction of the legislature, and their report, recently issued, is one of the most exhaustive treatments of its various phases now extant. Owing to the fact that winter is rapidly approaching, when there will unquestionably be call for every resource the charitably disposed can control, the report is especially timely, and its suggestions will be read with interest by all who desire to see the sufferings of the unfortunate mitigated. Nearly the first half of the work is taken up with an account of the various agencies which have been at work in that state to alleviate distress, and the amount of good they have accomplished, which is only of use in this connection as tending to show the need for some relief. After discussing at length the methods of reducing the number of wayfarers and tramps and of determining those worthy of assistance, the commissioners recommend legislation designed to give effect to the following principles:

It should be easier to convict vagrants and tramps.

Overseers of the poor in every town shall provide decent accommodations of food and lodging for wayfarers, and in return therefor shall demand work. Refusal on the part of wayfarers to comply with this demand shall constitute prima facie evidence of tramping. No wayfarer shall be lodged in police stations or in tramp rooms connected with such stations. These stations shall be reserved solely for those under criminal charge or

sentence. Failure on the part of the overseers of the poor to demand work shall be subject to penalties.

All persons found riding on freight trains without authorized permission should be punished with the penalties against tramps.

There should be uniform methods of treating wayfarers throughout the state.

It would be desirable for this commonwealth to establish a separate institution for the care and training of tramps and vagrants under 30 years of age.

Some portions of these recommendations will meet with ready concurrence from the public, but others will not be so readily endorsed. For instance, the thoughtful will deprecate any plan which would place these unfortunates more directly under the power of the police, unless, at the same time, some method is evolved by which the honest seeker after work is to be separated from the professional tramp. No one can question the plan for giving proper accommodations to such men and requiring work from them in payment therefor, and the honest man who is really seeking employment will be the first to commend it. Any attempt to provide an institution for the training of vagrants could hardly prove successful, as it would fail to discriminate between those who are tramping from necessity and those who follow it as a business, and we, as a people, cannot afford to put such an indignity upon those whom misfortune has forced into the former class.

From an extended discussion of the efficiency of public works in furnishing employment, the report makes a number of conclusions, which may be epitomized as follows:

As a rule a city does not do construction work di-

rectly as cheaply as can a contractor to whom the work is entrusted.

In exceptional instances, where civil service rules are honestly and uniformly followed, and where the city is not too strictly limited by ordinances as to the minimum rates of wages and other conditions of labor, the city can do its work as cheaply as any private employer of labor.

The quality of the work done by direct municipal employment is generally better than that done by contractors.

Non-employment is frequently aggravated by the influx of a large number of non-residents, and oftentimes alien laborers, brought in by contractors.

Greater care should be taken in the letting of contracts to prevent the introduction of large gangs of non-resident and particularly alien labor, unless there is clear proof that there is a scarcity in the vicinity of labor to be hired at a fair market price.

The plans for the establishment of factories or farms on state initiative appear impracticable.

In conclusion, the report suggests for temporary relief the use of the permanent relief agencies of town and state; municipal departments of public work; private charities; special relief committees, and labor organizations. The measures of permanent relief suggested are as follows: Re-

moval of residents of the cities to the country and farms; removing the competition, and hence displacement of free labor occasioned by the labor inmates of reformatory and penal institutions; reducing the hours of a day's labor; restriction of immigration; an extension of industrial education, and improving the intelligence and employment offices, or establishing free employment offices. It will undoubtedly be a long time before the tendency of mankind to congregate in the cities can be overcome, hence but little good can be expected from this suggestion, for the present, at least. The removal of convict competition, the reduction of the hours of labor and the exclusion of foreigners are all reforms which could easily be brought about. They are being advocated by the organized labor of this country with such zeal that two of them are now being applied in some of the states with most encouraging results. While they might not solve the problem in its entirety, they would undoubtedly go a long way toward it, and they should be pushed until each one has been made a part of the general law of the land.

SURE CURE FOR THAT "UNREST."

It is a mistake to attribute the agitation now permeating the country to causes political, as the term politics is ordinarily understood. It is deeper than that and the surface agitation is but one feature of the mighty force to which it owes its origin. The people are restless and uneasy because circumstances have forced them to study their surroundings as they have never done before. They find that the aggregate wealth of the country is increasing year by year, and, knowing the part played by labor in this increase, they know that if the proper sort of a division were made the wealth of each individual would increase with that of the whole, that is, each individual who is willing to do his share of the producing. They see the employer increasing his surplus while the willing laborer, who is skilled in his craft, grows poorer day by day, or at the very best, is barely able to keep even with the world, while the spectre of idleness forever threatens him and his family. It requires no gift of genius for them to see that there is, somewhere in the distribution, a gigantic fraud, from which they are the only sufferers. There can be no wonder that there is a feeling of unrest abroad and that the people are looking about them for some means by which to bring about the changes upon which so much of their future life and happiness depend. Neither can one wonder that

they are easily led astray by the smooth tongued demagogue who has the ever ready panacea by which all the ills to which humanity is heir are to be cured in the twinkling of an eye. The only wonder is that the same conditions have not made themselves known sooner, and that the patience of the people was not long since exhausted. It seems to be easily apparent to the most prejudiced that a general upheaval is in progress, and that the men who must suffer from it the most are those who are now most urgent in opposing every thing which promises any thing like a solution of the problem. If the capitalists of this nation feel even a tithe of the anxiety they express over the present situation, if they really apprehend disaster as a possible result of the present complication, they have the certain and lasting remedy in their own hands. Let them sacrifice a little of their greed, let them voluntarily grant to labor its full share of the product of its toil and they will have done more to allay this spirit of discontent and unrest than can be accomplished by a hundred year campaign of education without such concession. Unless they are blind they must see that some such change in our present system is as certain to come as the years are to succeed each other, and it would seem to be the wiser course for them to gracefully accept the inevitable.

As we go to press the regular biennial convention of the Brotherhood of Locomotive Firemen is in session at Galveston, Texas, Monday, the 14th inst., being the day of its opening. The usual public reception and program were given on that day, and a cordial invitation was extended the Grand Officers of the other railroad organizations to attend. The attendance on this convention is large and thoroughly representative; the delegates are filled with the enthusiasm so characteristic of their Brotherhood, and they promise to make this one of the most notable gatherings in the labor history of the country.

The economy of municipal ownership of electric light and gas plants will be made the subject of an investigation by the department of labor, assisted by the state bureaus of labor statistics. A careful inquiry will be made into the conditions surrounding all the plants now owned by municipalities, and a comparison will be made with those owned privately, to show the relative expense to the public and the advantages to be gained by public ownership. The question is one which is constantly attracting more and more attention, and the results of this investigation will be awaited with great interest.

The Union Label League of Chicago have taken up the work of pushing the label in earnest, and propose that no one shall fail to support them through ignorance of their purpose. A series of meetings are being held in the towns near that city, with a view to educating the people to the purchase of union-made goods. A number of excellent speakers have been secured for these

meetings, and they promise to be productive of much good for the cause. Already the agitation for the label has brought some of the heavy manufacturers into line, and the gentlemen in charge feel greatly encouraged by the success which has rewarded their efforts.

The Ohio legislature, at its recent session, passed a law authorizing the appointment of two bakeshop inspectors, but in the rush of the last days failed to make any appropriation for their salaries and expenses. The matter has been taken to the governor, and it is now thought that the State Board of Emergencies will make suitable provision for carrying the work forward. The bakers are in earnest in their work of improving the sanitary condition of the bakeshops of the country, and the zeal which they have brought to bear in forcing the reform has already won for them splendid results.

According to the *Cleveland Citizen* the committee which was appointed by the convention of state railroad commissioners to consider the question of strikes, has agreed to favor arbitration between roads and their employes when the contests between them threaten to involve a suspension of traffic or other serious inconvenience to the public. The significant portion of their agreement, however, will be their condemnation of the use of the regular army and of the injunction for the putting down of strikes. They put this opposition on the ground that the use of these means for the coercion of strikers has created bad feeling, and has gone further than any other cause to impair the public faith in the federal courts.

CONTEMPT OF COURT.

BY W. F. HYNES.

The courts of law of all civilized countries, or any country for that matter, are furnished with the means of preserving their authority and dignity by an inherent power to punish contempts committed in *facie curiæ*; i. e., in face of the court, or in presence of the court. Indeed, such a power is essential to the very existence of a court as such, and is necessary in establishing and maintaining a tribunal as a court. It is scarcely required in this brief paper to quote any of the numerous decisions in support of this claim; it has long since been admitted and conclusively settled. Any other course would do violence to wisdom, as would any action of the court to ex-

tend such powers beyond its legitimate limit, be fraught with danger and anxiety. It is the development of this very danger, which has attracted the attention of some of our wisest jurists and statesmen and which has aroused them to the necessity of meeting and curbing it by statutory enactment. "In case," says Rapalje on Contempts, "that the commitment was by order of a judge of a superior court of record, acting in the regular course of his judicial function, no recovery can be had against him, even though he was acting in excess of his jurisdiction, and was actuated by malicious motives. He is absolutely privileged and clothed with immunity in respect of all

his judicial acts, this somewhat anomalous state of things being deemed essential to the preservation of the independence of the judiciary." (Bradley vs. Fisher, 13 Wall, U. S. 335; Yates vs. Lansing, 5 Johns, N. Y. 291; Fray vs. Blackburn, 3 Best and S. 576. See also Lange vs. Benedict, 73 N. Y. 12, where this subject is fully discussed).

"The power of the court, under the law, in punishing for contempt," says the Hon. J. Pardee, in re. Higgins, 27 Fed. Rep. 443, "though not generally known, is unlimited in imposing fines or imprisonment. The extent of either is wholly within the jurisdiction of the judge."

Relief by means of the writ of *habeas corpus* is of most doubtful character if not impossible to be secured, for it is a well established rule that a judgment of a court of competent jurisdiction, upon a matter within that jurisdiction, cannot be collaterally impeached. It results that, no question of jurisdiction being raised or involved, a conviction or commitment for contempt cannot be reviewed by means of this writ. "For an order of committal for contempt is in the nature of a judgment, and the person committed thereunder is committed in execution. (Rapalje on contempts. Sec. 155. Brass Crosby's case, 3 Wills. 188; Ex. parte Kearney, 7 Wheat, U. S. 38; Ex. parte Mauleby, 13 Md. 625; Phillips vs. Welch, 12 Nev. 158). If, therefore, the court have jurisdiction of the person of the defendant, and of the subject matter out of which the alleged contempt arises, he can no more get relief on *habeas corpus* than he could if his committal had been in execution of a judgment founded upon a verdict in an ordinary prosecution for crime." Ex. parte Kearney, *supra*. Rapalje, and numerous others. The rule making every superior court of record judge of contempts against its own authority and dignity, closes the door to a review by this writ. Ex. parte Sam, 51 Ala. 34; Ex. parte Hardy, 13 Cent. L. J. 50; etc., etc.

In State vs. Galloway, 5 Coldw. Tenn. 326, Mr. Justice Smith, of the Supreme Court of Tennessee, said: "The power of courts to punish for contempts, without supervision by appeal or writ of error, though absolutely essential to the protection, efficacy and existence of the courts, is nevertheless capable of being exercised unwisely and corruptly."

It is the usurpation of this power, which has given just cause for alarm, and must be checked if personal liberty is to be protected and secured.

The arbitrary action of Judge Jenkins in 1893, during the Northern Pacific wage controversy, the investigation of which aroused so much indignation in Congress and came so near removing that distinguished gentleman from the bench, and sim-

ilar positions subsequently taken by one or two other federal judges in the extraordinary exercise of injunction writs and punishments for alleged contempt of court, have been most salutary object lessons not only to organized labor, but to every citizen, and particularly to the organization of the railway service.

By a conspiracy that reflected no credit upon the judiciary, injunctions were issued on the most frivolous pretexts, and their violation punished with a severity that gave rise to charges of tyranny and persecution. In the continuation of such abuses no man was safe. The respect and sacredness due the court, and so essential to all its functions, was menaced and often sneered at. The subjugation of its power seemed to have been accomplished by corporate influence, and its orders, edicts and decrees appeared to have been directed in but one course regardless of the equity or merits of the case. While such charges may have been exaggerated and not close to the essence of the facts, yet no man can deny that there was not much reason for the conclusion, a conclusion that would sooner or later weaken the implicit confidence reposed in the judgments of courts and prejudice the public mind against their verdicts and decisions. When that sacredness and respect that at all times should surround the court has been removed, then the greatest dangers are invited, and the ranks of anarchy are recruited and encouraged by a desperation which its teaching could never have secured.

With the contemplation of these facts before us we can easily understand why the Federated Railroad organizations took such an active and determined attitude in supporting and urging the passage of the contempt bill. This guaranteed to the person accused of indirect contempt of court the right to a trial by jury and the right of appeal to the Supreme Court. It passed the Senate at the last session of Congress. There can be no question of the authority of Congress to legislate in the premises. In fact it is the only remedy for the evils that emanated from such arbitrary if not unwarranted proceedings.

The dangerous position taken by Judge Jenkins was brought to the attention of Congress by the introduction of the following resolution:

Resolved, That the Committee on the Judiciary of the House be, and is hereby, authorized to speedily investigate and inquire into all the circumstances connected with the issuance of writs of injunction in the case of the Farmers' Loan and Trust Company, complainant, against the Northern Pacific Railroad Company, defendant, in the United States Circuit Court for the eastern district of Wisconsin, and the several matters and things referred to in the resolution introduced on the 5th day of February instant, charging illegalities and

abuse of the process of said court therein, and report to this House whether in any of said matters or things the Hon. J. G. Jenkins, judge of said court, has exceeded his jurisdiction in granting said writs, abused the powers or process of said court or oppressively exercised the same, or has used his office as judge to intimidate or wrongfully restrain the employees of the Northern Pacific Railway Company, or the officers of the labor organizations with which said employees or any of them were affiliated in the exercise of their rights and privileges under the laws of the United States, and, if so, what action should be taken by this House or by Congress.

A sub-committee of the Judiciary, after a personal investigation of all the circumstances connected with the issuance of said writs of injunction, submitted an extended report to the House in June, 1894, concluding by recommending the adoption of the following resolution:

Resolved, That the action of Judge James G. Jenkins in issuing said order of December 19, 1893, being an order and writ of injunction, at the instance of the receivers of the Northern Pacific Railroad Company, directed against the employees of said railroad company, and in effect forbidding the employees of said Northern Pacific Railroad Company from quitting its service under the limitations therein stated, and in issuing a similar order December 22, 1893, in effect forbidding the officers of labor organizations with which said employees were affiliated from exercising lawful functions of their office and position, was an oppressive exercise of the process of his court, an abuse of judicial power, and a wrongful restraint upon said employees and the officers of said labor organizations; that said orders have no sanction in legal precedent, were an invasion of the rights of American citizens, and contrary to the genius and freedom of American institutions, and therefore deserving of the condemnation of the representatives of the American people.

The minority of that committee went further than this, and said in their views expressed to the House:

If, on the other hand, Judge Jenkins has been, we will not say corrupt, but unduly swayed, in the exercise of his functions, by improper influences, or has stated law so badly that it is plain that he has violated his evident duty as a holder of the scales of justice, as an arbiter between rival interests, then he should be impeached.

In a word, if he has been corrupt, or has so wrested the law of the land that injustice has been done, so evident that it carries with it the proof of evil intent, then Congress has a plain duty to perform.

While it is true that by an act of Congress, approved June 29, 1886, it is lawful for employees of any class to associate, unite and combine for the purpose of becoming more skillful and efficient workers, the promotion of intelligence, the elevation in character, the regulation of wages and conditions of labor, the protection of individual rights in the prosecution of trades, and for other purposes; and the authority and rights solemnly guaranteed to employees by the statute aforesaid plainly

includes action in concert and representation by duly appointed officers of labor associations or combinations in all negotiations and disputes between employees and those by whom they are employed, and also includes the right of employees to seek advice, aid, and counsel from persons they may deem thereunto qualified, and also embraces the privilege of freemen to act upon such advice or counsel for the purpose of protecting their rights as individuals, and for the further purpose of securing just regulation of the amount of their wages and the hours and conditions of labor; and if the result of any such negotiation or dispute shall be a severance of the relations of employer and employees, involving, it may be, a general cessation, after reasonable notice, of labor on the part of employees engaged at work in any private business or public enterprise, such a result is contemplated by the terms and provisions of said act as a consequence of failure to adjust the matters in controversy, and as entailing no more hardship upon "vested property interests" than would be inflicted upon "industrial interests" and "the public welfare" by the exercise on the part of any employer of his undoubted right to at one time discharge all persons from his employ.

I say, while this is true, the evident necessity for the passage of the contempt bill, as it came from the Senate, is clear and conclusively demonstrated.

An act of Congress March 2, 1831, deprived federal courts of the power to punish for contempt the person who published, during a trial, the testimony in a case. (*United States vs. Holmes*, 1 Wall., Jr., 1.)

The legislature cannot limit a constitutional court. On the other hand, the circuit and district courts of the United States being creatures of Congress, their powers and duties depend upon the act calling them into existence, or subsequent acts extending or limiting their jurisdiction. (*Ex parte Robinson*; 19 Wall U. S. 505, 510. *Rapalle* Sec. 10.)

In this connection I may state that the only constitutional court is the Supreme Court of the United States. (Art. 3 Const.)

In *re Wolley*, 11 Bush (Ky.) 95, 111, it is shown that the legislature can impose a check upon the arbitrary exercise of the power to punish for contempts. In fact, the tendency now is to limit the power of the courts in this direction, to which end many of the states have special enactments. (*U. S. v. Holmes*, Wall., Jr., 1; *ex parte Hickey*, 4 Sm. & M. Miss. 751; *Hummel's case* 9 Watts Pa. 431; *Respublica v. Passmore*, 3 Yeates Pa. 441; *People v. Jacobs*, 66 N. Y. 8; *Batchelder v. Moors*, 42 Cal. 412)

Let me recite an instance showing to what dangerous extent writs of injunction have been issued, and to which I have already incidentally referred :

A petition was presented by the receivers of the Northern Pacific railway, setting forth that their employes are contemplating a strike for the purpose of preventing a proposed reduction of wages, and praying that they be enjoined therefrom. There was also a supplemental petition representing that the threatened strike would be ordered by the executive heads of the various organizations of railway employes, and praying for an injunction against them, their agents and various other parties. Injunctions were accordingly granted, and a motion to modify was denied. (Judge Jenkins, 60 Fed. Rep. 803).

In handing down his decision, on the hearing of the appeal in the foregoing, Judge Harlan, of the Circuit Court of Appeals, said: "But the vital question remains whether a court of equity will, under any circumstances, by injunction, prevent one individual from quitting the personal service of another? An affirmative answer to this question is not, we think, justified by any authority to which our attention has been called or of which we are aware. It would be an invasion of one's natural liberty to compel him to work for or to remain in the personal service of another. One who is placed under such constraint is in a condition of involuntary servitude—a condition which the supreme law of the land declares shall not exist within the United States, or in any place subject to their jurisdiction." (Oct. 1, '94. *Arthur et. al. v. Oakes et. al.*, 63 Fed. Rep. 310).

While on this subject I would like to call attention to the opinion of Judge Taft on a similar matter, relating to the right of labor to organize, and the justice of their course as such: "Now," said the learned judge, "it may be conceded in the outset that the employes of the receivers had the right to organize into or to join a labor union which should take joint action as to their terms of employment. It is of benefit to them and to the public that laborers should unite in their common interests and for lawful purposes. They have labor to sell. If they stand together, they are often able, all of them, to command better prices for their labor than when dealing singly with rich employers, because the necessities of the single employe may compel him to accept any terms offered him. The accumulation of a fund for the support of those who feel that the wages offered are below market prices is one of the legitimate objects of such an organization. They have the right to appoint officers who shall advise them as to the course to

be taken by them in their relation with their employer. They may unite with other unions. The officers they appoint, or any other person to whom they may choose to listen, may advise them as to the proper course to be taken by them in regard to their employment, or, if they choose to repose such authority in any one, may order them, on pain of expulsion from their union, peaceably to leave the employ of their employer because any of the terms of their employment are unsatisfactory. It follows, therefore, (to give an illustration which will be understood), that if Phalen had come to this city when the receiver reduced the wages of his employes by 10 per cent, and had urged a peaceable strike, and had succeeded in maintaining one, the loss to the business of the receiver would not be ground for recovering damages, and Phalen would not have been liable to contempt, even if the strike much impeded the operation of the road under the order of the court. His action in giving the advice, or issuing an order based on unsatisfactory terms of employment, would have been entirely lawful." (July 13, 1894. *Thomas v. Cin. N. O. & T. P. Ry.*, 62 Fed. Rep. 803).

It is but simple justice to the federated railway organizations to quote here an extract from the opinion of that able and distinguished jurist, Judge Caldwell, concerning their relations with their employers on the Union Pacific railway:

Two of the ablest railway managers ever in the service of this system, and probably as able as any this country ever produced—Mr. S. H. H. Clark and Mr. Edward Dickinson, now general manager of the road—testify that these labor organizations on this system had improved the morals and efficiency of the men and had rendered valuable aid to the company in perfecting and putting into force the rules and regulations governing the operation of the Union Pacific railway, which confessedly have made it one of the best managed and conducted roads in the country. The managers of this great transcontinental line testify that it has been their policy to bring it up to the highest standard of efficiency and to afford to passengers and property transported over it all the security and protection attainable by the exercise of the highest degree of intelligence on the part of those engaged in the operation of its trains, and they cheerfully bear testimony to the fact that their efforts in this direction have been seconded and materially aided by the labor organizations which are represented in this hearing. The good opinion of the men entertained by the managers seems to be shared by the receivers, for in their petition to the court in this matter they declare that "the employes, generally, upon the Union Pacific system are reasonable, intelligent, peaceable and law-abiding men." (April 5, 1894. *Ames v. U. P. Co.*, 62 Fed. Rep. 7).

Judge Ricks himself declared that "the high character which the public justly give to the engineers and firemen who serve on our great rail-

ways has been earned by innumerable proofs of the most loyal service to the employers and the most heroic and faithful devotion to duties of great peril." (*Toledo & Co. v. Pa. Co.*, 54 Fed. Rep. 748).

What good reason can be given for objecting to a trial by jury for constructive or indirect contempt of court? The judge practically has the selection of the jury, whose findings must be agreeable to the law and evidence covering the case. Otherwise the court can set the verdict of the jury aside and punish the accused as his discretion may direct. Who fears the jury? Only the guilty. It was the force of public opinion in favor of the freedom of the press which demanded and secured the act of 1831, which deprived the courts of the power to punish for contempt any newspaper which saw fit to criticise the action of the court, its suitors, witnesses or officers pending a trial. (See *Paulson's case*, commented on in 1 Kent Com. 301). The wisdom of such a statute is apparent. Is then the liberty of the press of such paramount importance to the liberty of the person? Hear Blackstone on the social and political effects of this feature of the British constitution. The great and distinguished jurist enters the subject with a spirit worthy of the cause: "Of great importance to the public is the preservation of this personal liberty, for if once it were left in the power of any of the highest magistrates to imprison arbitrarily whomever

he or his officers thought proper, there would soon be an end of all other rights and immunities. Some have thought that unjust attacks, even upon life or property, at the arbitrary will of the magistrate are less dangerous to the commonwealth than such as are made upon the personal liberty of the subject. To bereave a man of life, or by violence to confiscate his estate without accusation or trial, would be so gross and notorious an act of despotism as must at once convey the alarm of tyranny throughout the kingdom; but confinement of the person by secretly hurrying him to jail, where his sufferings are unknown or forgotten, is a less public, a less striking, and therefore a more dangerous engine of arbitrary government." (1 Bl. Com. 135). The veriest criminal, caught red handed, is guaranteed a trial by jury. The great charter, or *Magna Charta*, in which is laid the true foundation of the *habeas corpus*, "contains two great principles," says Prof. Creasy. "First, that no man shall be imprisoned on mere general grounds of suspicion, or for an indefinite period, at the discretion or caprice of the executive power; but that imprisonment shall be only inflicted as the result of a legal trial and sentence. * * * Secondly, that as a general rule every person accused of a criminal offense shall have the question of his guilt or innocence determined by a free jury of his fellow-countrymen, and not by any nominee of the government."

BORROWED OPINION.

Our locomotives have already made a record for themselves in Japan. Captain Crawford, representing the Baldwin locomotive works, reported of a test between English and American locomotives a couple of years ago. "The Baldwin engine pulled 204¼ tons over the Gotemba Hill, and did it with so much ease that one of the Japanese engineers offered to pull a much heavier load with a sister engine. * * * In fact, the American engine did haul 232 tons, exclusive of the weight of the engine and tender, to within a few miles of the top of the incline. * * * The English engine tried to haul 200 tons over the hill, and failed, although assisted on the most difficult part of the grade by another engine. She then hauled a train containing one car less over the hill, but with every particle of her power expended—that is, with the throttle wide open, the reverse lever in the last notch and 160 pounds of steam. * * * The Baldwin engine hauled the same twenty cars, and two more added, to the top of the Gotemba grade, and did it with 139 to 140 pounds of steam and the reverse lever in the fifth notch, or in other words, with a large margin of reserve power left." Japan may be expected to buy a great deal of railway material for several years, and when she gets to making her

own engines and rails we may expect China to take her place as a customer.—*Pittsburg Post*.

While it is often that the plea goes out to members of trades unions for financial aid when a war is on, between another trade union and capital, only occasionally does it become necessary for one trade union to appeal to others for moral aid when a war is on with union wreckers among the ranks of labor. The Brotherhood of Locomotive Firemen has undergone the ordeal and has not escaped without scars. The Brotherhood sympathizes with working people in other callings who are now called upon to suffer from treasonable acts of ambitious "reformers." The Cigar Makers' Union probably needs no assistance in its fight against these union wreckers, but working people will help along a good cause by refusing to smoke any but the genuine blue label cigars.—*Locomotive Firemen's Magazine*.

We have the nominees and platforms handed out to us, and it is our business to choose either one or the other. But the experience of the past does not prove a platform to be worth much, and so we incline to the belief that past records should be our guiding star, when selecting men, and

where a record is good, stick to it, and where it is doubtful or worse, retire the office seeker, because we cannot afford to take any more chances. We are going to have an opportunity to do something, and let the politicians for once understand that their parties and platforms cut no figure, but that principle must be the basis of the platform selected, and that justice to all the people must be the governing factor. Statesmen are slowly learning a much needed lesson, and if the voters will apply this advice, make the politician understand that the eye of every voter is upon him, and that if he fails to obey the will of the people his time will be short among the rulers, there will be greater care taken in making records, and the people will derive the benefit from the carefulness exercised.—*Railroad Trainmen's Journal*.

The Bureau of Steam Engineering of the American navy has been engaged in making a series of tests on the value of liquid fuel, having a petroleum base, for steam making purposes. There have been so many high claims made for the advantages of liquid fuel in steam making that it seemed certain that liquid fuel would be preferred to coal for torpedo boats and war ships, where compact storage was an important consideration. It appears, however, that the fuel experimented with did not create a wholly favorable impression as a substitute for coal in its results, apart from the question of safety. Reports received from foreign countries also indicate a lack of reliance on liquid fuel there, although perhaps there may be further experiments before it is definitely abandoned. The Germans were reported some time ago to be intending to introduce liquid fuel into several of their newest battle ships and cruisers, but not much more has been heard of that alleged purpose. It has further been said that, although a French naval commission once reported adversely in regard to the use of liquid fuel, it would be resorted to on some French war vessels as an auxiliary, in combination with coal, to allow higher speed with forced draft. Of this purpose also little has recently been heard. It would be a great advantage in many respects if, for torpedo boats at least, this fuel could be used, since it occupies less space in proportion to weight than coal, can be used with more facility, being simply turned on from pipes as needed, and requires a much smaller force of stokers. In addition it is said that steam can be got up much more rapidly, which is an advantage for a torpedo boat, and then, the absence of smoke, which would aid her in keeping an enemy in ignorance of her presence, must be reckoned an advantage. Still, even for torpedo boats, the use of oil for fuel does not secure the approval of Chief Engineer Melville, who has had the recent experiments conducted.—*Locomotive Engineering*.

The modified ruling of the postoffice department in regard to the carriage of railway mail completely nullifies the revolutionary features of the recent order, which appeared to prohibit the carriage in baggage cars or by trainmen of any letters or printed matter "except such as relate to some article carried at the same time by the same railway." Under the direction of the attorney general it is now held that "a railroad company has the right to carry letters without the payment of postage that are written and sent by

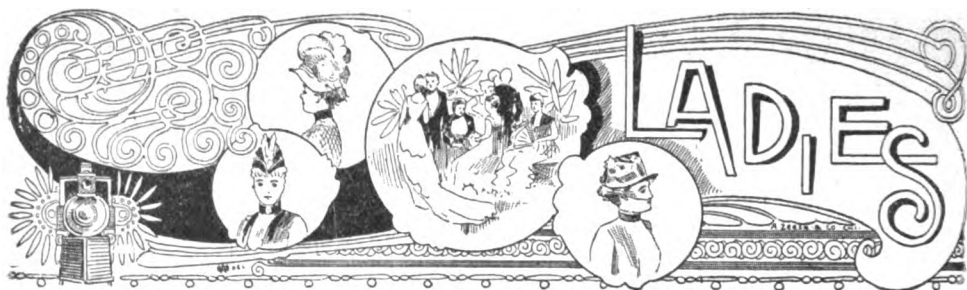
the officers and agents of the railroad company which carries and delivers them, about its business, and these only. They may be letters to others of its officers and agents, to those of connecting lines or to anyone else, so long as no other carrier intervenes." In short, the prohibition of the law is only against the carriage outside the mails of personal letters and of letters between other companies, and with this interpretation the railways certainly can find no fault.—*Railway Age*.

"The trades-union movement of to-day has no thought of limiting, moderating or modifying the most advanced ideals of the most advanced (so-called) radical thinkers, because no ideal in connection with labor is too far advanced, but the movement does hope in this direction that mental development will lead to organization, and organization to an united force, omnipotent to wipe away long lingering abuses. The trade union grasps the idea that men are not automatons that can be changed at a moment's notice from one thing to another by the pulling of a string or the passing of a law, but are the wayward irregular, spasmodic organisms of every day life. It believes in the vast changes made by evolution and dissents from revolutionary spasms which shake society, upset governments and behead rulers, leaving labor in a worse plight than before, because of its inability to grasp, hold and govern the situation. It believes in the natural outworking of education through organized united effort." —*James O'Connell*.

We do not believe that there has ever been an officer of whatever rank in American railroad history who has been looked upon as a wise manager of men and money whose ability as such has involved duplicity and tyranny. Sooner or later justice and fair dealing comes to be recognized as a necessary factor to the successful conduct of the relations between the employer and the employee, master and servant, the buyer and seller of valuable, intellectual service, having in it common interest, and the tyrant is superseded by a manager of another character, and of intellectual acumen, who knows where his rights end and another's begin.—*Locomotive Engineer's Journal*.

The report of the Free Labor Bureau for Immigrants at the Battery, states that they found employment, during the past year, for 11,631 persons. Of these, 9,000 were males. They include 759 bakers, 123 carpenters, 121 butchers, 70 gardeners, 63 painters, 50 tailors, 48 locksmiths, 44 wagonsmiths, 47 waiters, 5 barbers, 2 book binders, 29 shoemakers, 21 cooks, 22 machinists, 3 basket workers, 7 coopers, 4 clerks, 2 carvers, 1 cheesemaker, 2 dyers, 1 framer, 1 grindeff, 10 masons and one millwright. The balance are unskilled laborers. The females are nearly all domestic servants. The clients of the bureau are drafted from every nationality except Italian. The padrone has so firm a hold on his countrymen's services that even legislation has hardly shaken his power.—*Pumber's Journal*.

The happiest of results should come from the federation of railroad brotherhoods lately accomplished. It is the result of experience that the only sure line of accomplishment of success is that of "pure and simple" trades unionism.—*Typographical Journal*.



Editor Railway Conductor:

After our meeting this week, several of the Sisters were wondering together why all conductors' wives were not members of the Auxilliary, if there was one near enough to join. One lady thought that the main reason was, the husbands didn't want their wives to join, and she echoed a thought I have had in mind for some time.

Women are usually willing to do what they know their husbands really desire them to do, and so in the hopes of converting some such misguided man, I send the following, which does not aspire to be a "pome," but is simply:

ONE MAN'S OPINION.

My friends, if you will listen,

I've a story I would tell

About my changed condition,

Since some months ago, say—well—

It doesn't matter how long.

But I'm happy as can be,

Since I got my wife to join

The L. A. to O. R. C.

You see I am a member

Of Division one eleven,

And when meeting night would come

Things at home were—well, not heaven;

I'd always hate to leave her,

But no other way could see

Till she promised she would join

The L. A. to O. R. C.

Then what a change came o'er her.

The smiles replaced the tears,

Together we will go to Lodge

Throughout the coming years;

And boys, I want to tell you,

The way to happy be,

Is to get your wife to join

The L. A. to O. R. C.

Los Angeles, Calif.

E. B. T.

Editor Railway Conductor:

Since my last report, six months have come and gone, and our Division still prospers. In that time, Sisters Price and Starkey have had birthday parties at their homes, and that means each has another there to share her love and money.

I must not forget to tell about the trip and the enjoyable time I had at Denison, Texas. The railroad men were as good and kind to me as brothers could have been, especially on the M. K. & T. I regard the Division of the Auxilliary there as being the best I have ever visited. Allow me to return thanks to the Sisters for their kindness to me, a stranger in a strange land. A stranger, did I say? The Sisters did not allow me to remain strange

long, but took me in at once as one of them. Their kindness will long be remembered by me. I am under especial obligations to Sisters Evans and Dill for their more than generous entertainment. We, that is, Brothers Dill and DuBois and their wives, made a trip to Red River, overland, and to say we had a splendid time does not half express it. Sister Dill was at one time a faithful member of Enterprise Division, but is now a resident of Denison. She is spending the hot summer weather with her mother, in Ottumwa, but will return in a few weeks to her husband, who is employed on the M. K. & T.

Wake up, 218, are you dreaming of better times coming? The members of that Division are good and help the Auxilliary all they can by encouraging their wives to join. Is there one who sees no good in the Auxilliary, let him be sure it is not selfishness that blinds his eyes before he judges. With unity and harmony for our watchword and earnest effort on the part of all to perfect our Division, we may hope eventually to become what our motto teaches.

MRS. D. C. DuBois.

Ottumwa, Iowa.

Editor Railway Conductor:

Wednesday, August the 5th, the members of Blue City Division met in regular session at the home of one of our most enthusiastic members, Sister Popham, of Holly Springs. Taking the early morning train on the K. C. & M. B. R. R., we arrived at Holly Springs at 7:35, were met at the depot and conducted to the hospitable home of Capt. B. F. Popham, where a breakfast awaited us that would tempt the greatest of epicures. The ride had sharpened our appetites and the good things disappeared rapidly, only to be replaced with more, more, more. After doing full justice to this meal we repaired to the broad, cool gallery, there viewing a lovely landscape and breathing pure, fresh air, such as we had not breathed for weeks. Holly Springs had been visited the afternoon previous with a good downpour of rain, thus cooling the atmosphere and freeing it from dust. After an hour or so of social conversation, we proceeded to business, with closed doors, prepared to initiate a member. In that we were disappointed, she having been called away by telegram to attend to some business matters that could not be delayed. She, however, told how she regretted the disappointment, and cordially invited us to conduct our next meeting at her celebrated home of "Dunlap Springs." Of that, more anon.

After the routine of business a rising vote of thanks was tendered Superintendent H. J. Sullivan, of the K. C. & M. B., an ever courteous and genial gentleman, for making possible to us this day of

unalloyed pleasure, when we closed in due form. We were told our hostess had secured the photographer and wanted a picture of this group. We all put on our sweetest expressions and "posed," anxious "to see ourselves as others see us." Through with this, we were invited in to dinner, and such a dinner—a perfect caterer was there—for all the good things imaginable were before us, served in the daintiest of china, cut glass, etc. It was well the meeting was called to order in the forenoon. We were inwardly persuaded all was well. We enjoyed some hour or so in social chat, and lounged around, feeling quite at home. Our hostess does not do things by halves. At 4:45 carriages were waiting at the door and we soon were driven around and through the pretty little city, which we enjoyed greatly. The rain of the previous day had made driving most delightful. Arriving once more at Sister Popham's home, we were again conducted into the dining room and a most delicious tea was spread. Not the "stylish" tea, but a most substantial one, of elegant breads, wafers, cakes, ices, pure cream, fruits, one continuous meal, from 8 in the morning till 7 in the evening. The writer thought she could never get hungry again, but I've changed my mind. I am hungry now, thinking of the delicacies I could not then eat. Like the poor boy at the banquet, after filling his pockets, tying up in his handkerchief, he cried because he could take no more. All congratulated themselves over the day's pleasure, and voted Sister Popham the queen hostess. Reluctantly bidding her and her interesting family good-bye, we boarded the train and were soon whirled back into Memphis, thus ending a glorious day of happiness and pleasure.

MRS. W. H. SEBRING.

Memphis, Tenn.

Editor Railway Conductor:

The little town of McKees' Rocks has been recently brought into some prominence by the discoveries made in an old Indian mound, but we think there is more reason for its being celebrated because of Olive Branch Division of the Auxiliary having been located here. We were organized May 27, last, by Grand President, Mrs. J. H. Moore, assisted by Mrs. Geo. Vance and Mrs. John Reinhart, of Altoona, Pa. They conducted the work beautifully, and demonstrated that they were past masters of the art. They also expressed themselves as being well pleased with the newly initiated Sisters. After the installation of the officers, the Grand President was presented with a fine piece of Royal Worcester, which she acknowledged in a most appropriate manner. The new Division was then presented with a neatly lettered Bible, Chief Conductor E. Reese making the presentation speech in behalf of Division 201. Mrs. Moore responded for our Division, and after speeches by some of the visitors and general congratulations all departed for their homes evidently greatly pleased with the proceedings.

We feel under great obligations to Division 201, and shall do our best to see that they never regret the steps they have taken in our behalf. A cordial welcome awaits any Sister who may visit our city.

Following is a list of the officers we have selected to serve us during the rest of the year: Mrs. J. W. Dallas, President; Mrs. M. E. Collins, Vice-President; Mrs. J. P. Embrce, Sec. and Treas.; Mrs. F.

Noonan, Sen. Sister: Mrs. G. Riley, Jun. Sister: Mrs. B. Coener, Guard; Mrs. D. C. Smith, Chairman Ex. Com.; Mrs. E. Reese, Correspondent.
McKees' Rocks, Pa. MRS. E. REESE.

Editor Railway Conductor:

It has been some time since I have written to THE CONDUCTOR, but here I am again with the same old story, that of Division 8 being alive and working as hard as the warm weather will allow. We all enjoy reading the letters from the different Divisions, and are pleased to know that so many can speak well of them and their work. This goes to show that they are interested in the Auxiliary and propose to make it win.

It has been such a very hot summer that we have done but little in the way of sociables and lunch parties. In July the ladies gave a picnic for themselves and families, at Island Park, and a lovely and lively time was spent by all present. Some of the Brothers could not enjoy the day with us, but arrived in time for dinner or supper. One conductor, who was a member of the party, is now lying very ill at his home in Wilkes Barre. He has our sympathy, and we hope that he may soon be restored to health.

We had a little disappointment some few weeks ago. We were informed that a Division of the L. A. to O. R. C. had been formed at Scranton, and that they were going to hold a picnic at Island Park. At the appointed time we decided to spend the afternoon with them, but when we arrived, we found it was the L. A. to B. L. E. The most disappointed one was the Junior, and she, to while away the time, bought a whistle and gave us some very fine music. In the meantime a storm came up and we all made for home. During the trip she used that whistle as a fog horn, and brought it to bear upon the motorman with such good effect that he nearly turned the car over in stopping it. How she got out of the mud I can't say, as we left her standing near the crossing still holding that whistle.

Sunbury, Pa.

ROXY.

Editor Railway Conductor:

It has been some time since you have heard from Surprise Division, and a sense of duty urges me to let the readers of THE CONDUCTOR know how we are flourishing. We have twenty-six members in good standing, and are expecting more. Since the hot weather we have been holding meetings only once a month, and they have been well attended.

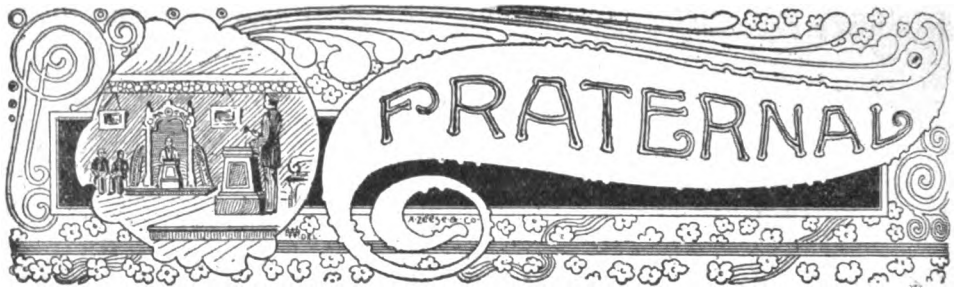
Our President, Sister Kidd, and Vice-President, Sister Pollock, had the pleasure of attending the school of instruction at Chicago, where they received much instruction in matters pertaining to the Auxiliary.

The last social we gave cleared us \$36, and as we had such good success we are talking of soon having another. We shall try to have it in our hall, where there will be more room for entertaining. There was such a large crowd at our last social that the house and lawn were packed.

Sister Miner has been very sick for some time, but is now improving slowly. Sister Kidd has taken her husband to Martinsville, Md., for treatment, as he has been in very poor health for some time. We hope for his speedy return to complete health.

MRS. J. M. MCGOWAN.

Danville, Ill.



Editor Railway Conductor:

Our charter is draped in mourning for the second time this year. Brother George Mitchell being the one now remembered. He had long been a sufferer when death finally summoned him to that "undiscovered country whence no traveler returns." The sympathy of all our members goes out to the stricken wife and daughter. Brother Mitchell was one of the few mortals who had no enemies, and his friends were legion.

Our Division is traveling along in a quiet way, holding meetings regularly. I am sorry to say that some of the Brothers cannot remember the date. In my opinion, it is the duty of every member to attend the meetings of his Division whenever possible, and the excuses that some of them offer are rather stale. At the present we are doing a nice business on the U. P. out of Omaha, and the boys are all happy. Brother McWallace has gone back to work, after a vacation of six months, and all were glad to know of his return.

I notice that a number of the members are taking an interest in the finances of the country, and I believe it is a good thing for us to post up on such subjects, no matter which side we take. I am a believer in the free coinage of silver at 16 to 1, and I find a goodly number of the same opinion among the boys generally, and especially in the shops. The men on the U. P. are left free to choose sides for themselves. I am told that some of the lines in this neck of the woods compel their men to join McKinley clubs, but I can hardly credit it. I should feel very indignant if a company that I worked for should force me to join a Bryan club, though I believe in free coinage.

I believe we should all study this question so that we may cast our votes so they will do the most good to the greatest number of American citizens. I believe it is about time the masses of this country had a little legislation, as the classes have had it in their favor for about thirty years. Now, I am not in favor of anarchism, as our friends the gold standard men say all free coinage men are. They tell us to have confidence in the financiers of this country and they will fix the money question to our entire satisfaction. No doubt they would but by that time they would have us confounded out of all we had. They also tell us to quit this agitation, that is what is hurting this country. Oh, yes, that is what all despotic governments teach their subjects. If agitation on the wage question could have been stopped years ago does any Brother think labor organizations would be what they are today? I guess not.

We have listened to the very men who are now talking gold standard tell us what a bad thing for

the laboring man cheap clothes and cheap food were under free trade, and how everything would rise in price under protection. Now they tell us, under free coinage everything that we use will rise in price, and, oh, what a blow it will be to the poor laboring man. They want to catch you both coming and going. What fallacy! I believe with free coinage prosperity will return to this country. My reason for believing this to be true is that since 1873 everything in this country has been falling in price. As silver went down every other commodity went down with it, so I am led to believe that the demonetization of silver was and is the principal cause of the fall in prices, and we cannot expect prosperity in this country with everything that goes to make wealth, on the decline. The gold standard men tell us of the high wages in this country. I copy a table of wages taken from the report of the commissioner of labor for 1891, when they tell us, everyone was working, wages good and the country prosperous, on page 372, volume 1, weavers working full time, earnings per week:

WEAVERS.	AVERAGE PER WEEK.
90.....	\$ 4 36
148.....	5 54
223.....	6 44
129.....	7 42
69.....	8 33
20.....	9 24
6.....	10 34
1.....	11 55
1.....	12 12
687.....	\$ 6 46

Here we find eight men making \$10 per week and over and the wages of these eight men they take for the standard of wages, when, in fact, the standard is only \$6.46 per week, and yet they tell us these were the good days of protection and sound money. But this is only one of the many ways in which they try to mislead the people. They cite us to free silver Mexico and say that we will be on a level with that country if we adopt 16 to 1. Now, I believe if we do not adopt 16 to 1, we will be brought in a very short time, to the level of gold standard Turkey or Liberia.

M. J. ROCHE

Omaha, Neb.

Editor Railway Conductor:

As announced in **THE CONDUCTOR** the union meeting at Terre Haute opened with a secret meeting on Saturday evening, August 22, and an open meeting was held Sunday afternoon, August 23. In point of attendance the secret meeting was not a howling success. Interest seemed to center in the public meeting. The small number of earnest workers, who are the strength and support of all

the Lodges and Divisions, turned out to the secret meeting and were well repaid in the earnest words of counsel and advice offered by Brothers Austin, of the O. R. T., Morrissey, of the B. R. T., Sargent, of the B. L. F., and Arthur, of the B. L. E. Unfortunately, Brother Clark reached the city too late for the secret meeting. Nothing but words of praise can be spoken for the open meeting. The only criticism I have heard is, that Brother Clark did not talk long enough. He made a most favorable impression with those who had not had the pleasure of meeting him before. You can judge of the interest manifested from the fact that the speakers were able to hold a crowd of over one thousand people for four hours.

"There are signs in the sky that the morning has come." The era of peace and good will is surely approaching, when a meeting of this character is opened by a Protestant clergyman and addressed by a Roman Catholic priest in words that proved he was in full accord with the efforts of organized labor to better the conditions of their employment. Mayor Ross welcomed the visitors in his usual happy style, and it's the universal opinion that "he's all right." Grand Chief Sargent was among his old friends and neighbors, and to say that he was royally welcomed is putting it mildly. It seems to have been conceded that to him naturally belonged the right to make the principal speech, and all the other speakers set off a few cars to make a quick run and give him a clear track. All who know Frank will agree with me in saying that he was equal to the occasion. We expect great good to result from this meeting in increased interest among the members of the various organizations, and a better understanding of their aims and objects.

Terre Haute, Ind.

W. J. STRANG.

Editor Railway Conductor:

In your issue of this month I note a letter signed R. O. Jeardeau, which I should like to answer briefly. If Brother Jeardeau thinks he is speaking of railroad men generally, I should like to correct his error. Who, to-day, are the most interested in the gold standard? Not the railroad men, the mechanics, the farmers, nor the millions of wage earners, but the men who have made millions on Wall street.

Brother Jeardeau admits that the prices of commodities would advance. Does this not mean prosperity, a new birth to this vast country? The farmer would be prosperous, and you cannot show a country in the world to-day that will leave abundance with the farmer and give all others the cold shoulder. Give our farmers fair living prices for their products and the sun will not shine on that class alone—all must share in the new life. It would seem that some change was necessary. High tariff has been tried also tariff for revenue only. Now we are to have a rehash of the former—I may say an exclusive one—that a certain class may add to their already colossal fortunes. With an exclusive tariff will the wage earners get even a ten per cent advance? Not a cent.

It seems to me that a dollar—a silver dollar—with Uncle Sam's trade mark on it, will be just as good under a Bryan administration as at present. The only difference will be that it will not be so hard to obtain. Brother Jeardeau need not be afraid for Uncle Sam's bank account. A silver dollar with the right stamp on it will come pretty near going.

Even the most pronounced gold papers and advocates admit that bimetalism would be a good thing, but we must wait until England and some of the other two-by-four European nations consent to it. In other words, this country is not capable of making laws for self-government, so far as its financial policy goes. What is the matter with Americans taking the lead? Let others follow.

We note the Brother speaks of savings banks, loan associations, insurance companies, paying in gold. We will ask what per cent of their obligations can any of these institutions pay to-day? When the Brother draws his monthly pay, is it always in gold? How often paper? How often silver certificates? Are they worth their face value? Yes—a thousand times yes. Why? Because Uncle Sam is the endorser of them. We say from the south, middle west and west that when this nation puts the official stamp on a silver dollar, even if it is coined at the ratio of 16 to 1, we have a country of resources vast enough to maintain this parity without asking the consent of any nation on earth. In conclusion, I will say, that the middle and wage-earning classes will have a chance this fall to lift the heavy yoke of gold from their now overburdened shoulders. May an all wise Providence so direct that this anticipation may be realized.

Leadville, Colo.

W. CHAMPNEY.

Editor Railway Conductor:

We have had a very dull business all summer, and a great many men on our extra list scrambling for a trip. It has been very warm, but we have had no case of any one being overheated. Division 304 is composed of about sixty members—a jolly, good, wholesouled set of men.

We are now through our dull season, the grain war is on, and a short time will find many of us only too ready to take our rest when the chance offers. Our only drawback now seems to lie in being short of motive power. But as our company is a "hustler," this will no doubt be overcome soon. We have Brothers Smith and Box laying off, taking a trip, and we wish them a pleasant journey through Texas, Florida, and Georgia.

We have had the larger number of our cabooses repaired and painted up, and I am sure it is highly appreciated by at least one-half, as they were compelled to ride in a small box car last winter that could beat a Texas broncho bucking on a frosty morning, when the ground was solid under foot.

Well, we are in a terrible epidemic of fever down here, caused from a free silver blaze of 16 to 1, but I am of the opinion that the wind won't hold out, and that the fire will die out and the old steady tide will renew its course. We, as a labor organization, are among the first in the lead in all our undertakings, so let us still try to improve our minds and hearts to meet the true principles of our motto when properly carried out in its true sense and meaning. The words are big, and sound well.

Now, you hear a great many Brothers say, "we have had our last battle." Well, we may thank ourselves if it is, for I think there are a great many nobler and more amicable ways of settling troubles and gaining better compensation than fighting for them. We should always study the company's business and success as well as our own. If we will build up in our minds the true principles that charity teaches us, we will be able to look up to an order of laboring men called the O. R. C. as one we can feel

even more proud of than we now do, for in studying such principles we will exemplify God's commandment "Be unto thy neighbor as you would have them be unto you." When we all put our shoulder to the wheel, and all push in the same true cause to help and benefit each other, and let others' troubles be our troubles, we will be as pure as the blaze of a new kindled fire, or as the celestial snowflakes.

Brothers and Sisters, we have a great field before us to weed out, so let us set to work to plant our seed of true principles in the hearts of all. The seed may seem slow to yield, but it only wants time, for a seed that falls to the earth in autumn, when all is cold and chilled, becomes even frozen in the earth, but behold, as the warm sunshine comes in the spring, the small and seemingly worthless seed peeps forth to grow, until in time we behold a beautiful plant from this once worthless looking seed: so can we make our lives just such living plants, and if you will stop to think, it will present itself plainly to you as being much more noble than the life cast upon a wild and heaving sea of no mercy, like a worthless weed cast upon the ever flowing waters to drift on, down, down to eternity, and nothing left to behold. When the scythe of time is put to use to cut down the brittle stem of life, let us be able to look back to the Order of Railway Conductors as a noble and pure labor organization.

Canton, Miss.

SANDY.

Editor Railway Conductor:

After reading in the August number of *THE CONDUCTOR* the extract from the Cleveland Record upon strikes, and your excellent editorial on the subject, I feel I cannot fully agree with "122" in the opinion expressed in his August letter. Referring to your editorial, it would seem that you, too, are of the opinion that the importation of cheap labor has much to do with flooding our country with the unemployed. This is, without doubt, one of the reasons there are so many men going about our country out of work. Another, and a very important reason is, the lack of work to be done. In our part of the country, until the fact became established that we were to have an administration which would undoubtedly be unfavorable to the protection of American interests, and through them, American workmen, there was no such army of idle men. Wages were good, and work plenty, until lack of confidence in the probable policy of the incoming administration caused manufactories and business men to curtail and draw in their lines, merchants of all classes to reduce their stocks, and our railroads to stop building, and curtail as far as possible all betterments and improvements. There was an abundance of work, at good wages, in this country. Neither did we hear any fault found with our money, in those prosperous times. Our good old one hundred cent dollar, as good as gold, the world over, was good enough then. We were all glad to get it, and while we railroad men, as a rule, have suffered slight reduction, if any, in the rate of our pay, we do not get as many of those dollars for a month's work as then. Why? Because in order to keep as many of their old employees at work as possible the railway companies allow us to make less time than formerly, dividing the work to be done among a greater number of crews. This is a fair and just practice, when not carried too far, or too long. In my younger days, I am free to admit, however,

when business dropped off, crews were reduced sufficiently to allow the oldest men to make full time, and we young conductors had to go braking.

Returning to the causes for the existing hard times, I do not agree that the gold standard is the cause, or that free silver will cure our ills. That silver is the ally of the workingman surely cannot be true, if its adoption at the ratio of 16 to 1 reduces the value of the dollar with which he is paid, at the same time increasing the cost of every article he is compelled to buy. My Brothers, if this change should occur, and our money depreciate in value thereby, could not the rich man stand it better than the working man? Certainly he can. Let him look out for himself, then. As for us, let us stand by the best dollar, the one hundred cent dollar—the dollar which is absolutely sure to be as good as gold, and take no chances of a change.

Milwaukee, Wis.

R. O. JEARDEAU.

Editor Railway Conductor:

When I answered the Brother's letter from Division 122 I did it because no one else would, and I gave him the best information I could. "Huldy" says the reservoir on the air brake is not a very necessary article to secure a successful application of the brake. I do not know what kind of air he has reference to, unless it is straight air, and, as I never used it, I cannot discuss the straight air subject.

Now, anybody knows that if the reservoir was not needed with the automatic air brake, it certainly would not have been put there, and I say again, that to secure a successful application of the brake, the reservoir must be charged with a pressure of from sixty-five to eighty pounds of air. I take Westinghouse for authority. You cut the branch pipe off from the train pipe to where it connects with the triple valve and how are you going to apply that brake? Your reservoir must be connected with the train pipe and have it charged with a sufficient amount of air. To some of you who are working on level roads, I will say: don't start down any grade like we have here, unless you know that the auxiliary reservoirs in your train are charged with sufficient air to hold your train, unless you have a soft place picked out to light on. In regard to the pressure-valve being turned up before setting the hand brake, Brother Huldy is right, but as two-thirds of the pressure-valves which go over our road do not work, we pay but little attention to it.

Now, Brother from Division 122, your engineer must have stood for some time with his brake-valve on lap, which cut off the train pipe from the main reservoir, and should there have been a leak in your train pipe it would not have taken long for the air to have all leaked out, and it would have taken considerable air to recharge them, especially if you had many cars. In backing up only thirty-five feet it is very probable that the brakes did not have time to fully recharge, and of course did not work.

I will tell you of an instance I had to notice the working of air brakes after coupling into them and standing with the engineer pumping air into them for seven or eight minutes. We were at Arkansas Junction, picking up a train of ore and coal. We went in on the siding with four loads and coupled into nineteen more. After we had stood there probably about eight minutes pumping into

them, we had a pressure of sixty pounds. Now, this place is on a little better than a two per cent grade. We were ready to pull out on the main line. I dropped off at main line switch to notice if the air was working properly through the entire train, and just after dropping off, the engineer made an application to slow up the train. I noticed as the train dropped by me that several of the brakes, which were cut in all right, were not working. So after running about thirty miles farther I again looked over the train and I noticed that all the brakes were working all right. Now, the only reason I see for these brakes not working at Arkansas Junction, is because they were a little slower in charging than the brakes that did work. This, I have noticed, is often the case.

In answer to your first question in the August CONDUCTOR, I should think it would depend largely on the number of cars you had in your train. You take two or three cars, charged with eighty pounds of air, and you could get a successful application with the same power in one or two minutes after recharging, but take twenty-five or thirty cars, and it would take about four or five minutes to recharge them, and then it would depend largely on the kind of a pump you had on the engine, or the condition it was in. It takes a pretty good air pump to supply twenty-five or thirty cars of air, as every time you make an application you lose a certain amount of air, and if the grade is very long and requires several applications, it takes a pretty good pump to hold your pressure up. The same answer would also apply to your second question, where, if you only had a short train, and you had eighty pounds of air and reduce it fifteen pounds, you could release and get another in a minute or so. Now, Brother, don't think for a minute that I am a professional air man, because I am not. I have lots to learn about the working of air brakes, and would like to know more about them and will gladly take any pointer.

Our business is somewhat better than it was when I last wrote, the Colorado Midland and the Midland Terminal having settled their grievances. Now if the Leadville strike was settled we would have a good business.

DINNIE.

Colorado City, Colo.

Editor Railway Conductor:

There are a few things which are inexplicable to me. Among them are the following: Why is it that our boys, who are so shrewd on questions of organization, etc., are not wiser on the issues of the times? I can only attribute it to a mild form of hero worship. They have some acknowledged leader, or authority, whom they look to for pointers. Instead of taking the history of events for their guide. There is so much "free coinage" discussion these days, that it has led many to believe that it is the issue before the laboring man at this time. There never was a greater delusion than this. From when does this great business crisis, through which we are passing, date? We all know, that it dates from the repeal of our reciprocity and protective tariff laws. How many times do we have to be duped, before we will discover who is deceiving us? Put a protective tariff around our domestic manufactures as high as the Eiffel tower, if necessary. Let us admit free such articles and products—if there are any such—as we are unable to produce, and let us prohibit the immigration

from foreign countries of people who have no conception of the habits and usages of our country, but on the other hand, come with abominable ideas of freedom and with habits of living so degraded that the native laborer trembles when he looks upon their mode of life in this country, where they live in fabulous luxury as compared with their native state. The question: How can we put our idle men at work? should have paramount consideration, with all their co-laborers.

What is the difference, whether we allow the foreigner to come here and compete directly and locally with us, or whether we open wide the gates of commerce and say, "welcome, thou slave of tyranny; thou hast been born and bred in an atmosphere which is death to our loved and cherished tenets, to the institutions for which our forefathers gave their time, their money and their lives. You cannot all come here, but we will give you the opportunity of coming in unfettered competition with us." We may lose our positions, but such large-hearted philanthropy as ours cannot go unrewarded, and we will keep a close watch for the traditional good fairy who was wont to come to the relief of all good and honest, although impecunious, persons of "ye olden time." This lethargy has been upon us for many years. Is it possible that we cannot be aroused? Who have possession of our lands, the choicest lands? The foreigner. Whom do we find among our section laborers, and all other laborers? The Russian, the Dago, and so up the list. Why are they here? Because they will work for less wages than our laborers were accustomed to work for, because their natures are menial, and they will do for their employers that from which the average native laborer would shrink in undisguised disgust. You cannot enlist their attention in the cause of a higher plane for the laboringman. Why? Because they have been raised to a plane which, in their most Utopian moments, they never imagined. We cannot neutralize that which is past, but we can and must, for the sake of home, native land and brotherhood, from now forward do all in our power, and that unceasingly, for the prohibition of this greatest of all evils. We have been patient, almost as patient as our forefathers while they were submitting to the outrages of the old world.

In conclusion, let me enumerate what I believe to be the most momentous points to be settled, and which, when settled, will place us, as American laboring men, on a plane to which no nation's laborers have ever before attained. Not even our own boasted prosperity for twenty years previous to '92. We want a protective tariff, with reciprocity treaties. We want our banking laws remodeled so that when a wage earner puts his savings on deposit he knows that he will find them there when he calls for them. This law cannot be made too strict. We want a law—and neither can this be too rigid—prohibiting trusts and monopolies, which are of the laboringman's worst enemies, and not the least, by any means. And right here, my Brothers, let me exhort you, use care that you do not cross the line marking the boundary between reason and anarchy. When I say "trusts and monopolies," I do not mean capital. So many of us cry against capital, when it isn't that which is injuring us. In fact the most of us would have a sorry shift, indeed, were it not for capital. Capital properly envired is our Mecca. Don't let this

escape you for one moment. Trusts and monopolies, on the other hand, are our sworn enemies, and I will say last, although it is not least, but I will consider it last, the prohibition of foreign immigration. If we can have vigorous and unrelenting legislation upon these four lines, we will see such changes for the bettering of our laborers as we never have seen before, and the conditions for which we have long waited will as certainly be attained as that the world exists. SIVART.

McCook, Neb.

Editor Railway Conductor:

Concord Division, No. 335, now has sixty members in good standing, and more to follow. Twenty-seven new members have been taken in since April 1, 1896. Brother Wilkins, Assistant Grand Chief Conductor, made us a visit at our first meeting in August, and we enjoyed his remarks very much.

Brother A. E. Bean, of our Division, has been elected chairman of our local grievance committee to take the place of Brother F. O. Brown, who has resigned.

We were all glad to see Brother Bert Blood in Division again, and hope he will be spared from having any more sickness.

Brother L. C. Flanders and family are out of town on a vacation. He says the weather has been hotter here this summer than he ever knew it to be in Florida. "And, too, he likes it well enough," but it seems to bother him some about sleeping at W. R. Junction, in the conductors' room. Ask Brother Flanders how he likes the C. V. R. R. official car Mansfield. He says it would take him two hours to get his red light and fusee can out of the car if he ever had to go back flagging. Perhaps some of the Brothers would like to get one of his famous cakes. I understand he is quite a hand to bake them.

Your humble servant has not been very active in writing any thing for THE CONDUCTOR lately, and I think he will have to get a move on himself and see if he cannot improve some in that direction, as well as in some others. C. F. C.

Franklin, Ind.

Editor Railway Conductor:

If our editor will kindly allow me, I should like to say a few words to my Brothers of the O. R. C. Am running a freight train from Decatur to Birmingham, Ala., and make about \$85 or \$90 per month. Now, how can the railroad company pay me more money if we have free and unlimited coinage of silver at a ratio of 16 to 1? If any Brother will convince me that I will be benefited by this, I will vote for it. But some say we will have more money. The question is, what kind of money? Who wants dollars worth 53 cents? I have a friend in Mexico running a train, and he is making \$150.00 per month, but cannot get \$80.00 for it at the banks at El Paso. Now, how does the silver benefit him? The west would, of course, reap benefits from this, but I live in the south, and no man working for a salary in the south and east can afford to work for dollars worth 50 or 53 cents. Birmingham would have a million dollar steel plant in less than six months, but people in the east are afraid to invest money when they may get paid back in dollars worth 53 cents. Now, if a railroad does not get the business, how can it employ engineers and conductors? Cotton, pig iron and lumber are sent east and exported from here. The west does not consume them. We want England's

trade and England's money, and they will give it to us as long as they have confidence in us. But how can they, when we say here is a 53-cent dollar, take it or nothing? I am no politician, and some of the boys say don't know what is best for the country. They say, leave that to the politicians. But I say every man who has sense enough to run a train ought to have sense enough to vote, and I, for one, will vote for sound money, and do not see how any conductor could do otherwise. The railroad men in the United States, united, will almost elect or help elect our next president. I am for an honest dollar, no matter who is the president. I did not intend writing a political speech, but want my Brothers to think over this matter. When I get a dollar, I work for it, and want it worth 100 cents, don't you? R. E. HOWARD.

Birmingham, Ala.

Editor Railway Conductor:

About the year 1850, what is now the Prairie du Chien Division of the C. M. & St. P. R'y, was commenced and finished. A year later it was known as the Milwaukee & Mississippi Railway. Its charter extended from Milwaukee to Prairie du Chien. It afterward became a part of the Milwaukee & St. Paul Railway, and in 1868 it was the Prairie du Chien Division of that system. H. C. Atkins, commonly known as "Hub" Atkins, was superintendent of this division. During the fall of 1868 it was the writer's fortune to be employed here as fireman, and afterward as freight brakeman. We burned wood, and the capacity of our freight engines was eighteen to twenty loads. With such a train our engines consumed five tanks of wood from Milwaukee to Madison, a distance of ninety-six miles. Well do I remember what a heart-breaking task it was to keep the old 17 hot, especially when Pat McCabe, my engineer, saw fit to drop her down in the corner climbing Eagle Hill, or between Milwaukee and Brookfield Junction. On my first trip as fireman we burned a full tank of wood between the last mentioned points, and when we reached Brookfield the fireman was all but bushed, and quite ready to "yump" the "yob." Never did I feel a greater appreciation for a kindly act than when our good Brother, Billie Durbin, who was braking behind on the train, came ahead after we left Brookfield, and slapping me on the back in his hearty, cheery way, said, "Get up in the corner, my boy, and let me take her awhile." He did so, and gained the undying gratitude of the poor, friendless fireman, who in years afterward was to become his Brother conductor and staunch supporter on many a hard-fought field in the interests of railway employees and the O. R. C.

In those days, Geo. Prescott, whose train I am riding on to-day, was running a passenger train. He is still in active service. Strange to say, however, he has never connected himself with our grand O. R. C. Alex Rodgers, who still runs on the same division, was also running then. Ira Barrett and Ben Toombs were in the harness until a year or so ago, when they both died. Ben ran his train on the Appleton Branch, Superior Division, until a week before his death. He left the old division some years ago, afterwards going to the M. & N. R'y, which road was absorbed by the C. M. & St. P., and became the Superior Division. Wadsworth was running the Monroe passenger at the time of which I speak. He has retired from active service.

but still lives on the line, and is occasionally a passenger on its trains. Other passenger conductors on the line were Cal Kilgore and Elish Stapels. Geo. Caward and John Sherman ran way freights between Milwaukee and Madison, and Ed Corell, Al Tousley and Bill Westbury on the west end. E. M. Ensign ran the Monroe freight, and Jim Dean and Charlie Howard, both of whom are now running passenger trains between Milwaukee and Mineral Point, were young freight conductors then. Side by side, through all these years of sunshine and storm, these two good Brothers of the O. R. C. have run their trains: good for many years yet, I hope, before the hoary hand of time shall compel them to relinquish the posts they have so faithfully filled. The places of the old-time passenger conductors here have been filled by Brothers Billie Durbin, Vaughn, Coolard, Henry Durbin and Charlie Kinzie. Most of these have grown gray in the service of this company. The engineers, also, who pull these trains between Prairie du Chien and Milwaukee, as smoothly and as swiftly as upon any of our trunk lines, are Jno. Melvin, Mr. Orvis, Pete Sendt, Sol Tuttle, Frank Robinson and Geo. Campbell, the youngest of whom has spent considerably over a quarter of a century in this company's service. This is veritably a division of old-timers, and to-day no safer lot of men can be found on any road in the world. The division is in charge of Mr. W. W. Collins, and I know of no better superintendent, who possesses more of the love and respect of his men than "Billie Collins."

D.

Milwaukee, Wis.

Editor Railway Conductor:

For many years I have been a member of the Order. I was a charter member of the Conductors' Brotherhood, Creston Division No. 30, and on the reorganization was still a member of Creston No. 21; afterward transferred to Galesburg Division 83. In 1885 I resigned my position to engage in other business. Owing to the treachery of a partner, that failed. During all this time I retained my membership in the Order, for the reason that I always thought it the only one that could or would help, that would stand by one as a Brother. This I still believe as an organization, but individual members many times fail.

During the last year, owing to my wife's health, I have traveled considerable, and have the names of many conductors who to me are as near as brothers could possibly be. Brothers to whom I should like an opportunity to return the favors extended to me.

THE CONDUCTOR is to me more than any other journal, for to read it is to bring one in close communion with those in the same line that I have served.

For the past three months I have tried in many places for a position, only to meet the same result, "nothing for you." I have only one fault to find with any Brother, and that is that, not in every case, but generally, he will do more for his brakeman than he will for a Brother who is looking for work. That is, he would rather see his brakeman promoted than a Brother hired. In many cases he has never been pushed to the point of looking for work himself, and so reasons, if you want a job as conductor, work up to it. In the far west it is different, for there most of them have come from eastern roads and worked up twice, and more readily

grasp the hand, as though saying, "I have been there." Not that the Brothers of the east are less brotherly, but they do not realize that so many Brothers are in need of help in a warm clasp of the hand, and perhaps a few personal words and their influence to help the Brother get a job.

Brother C. E. Ames, in the last CONDUCTOR, expresses my views when he says, it would be the proper thing had we some way to tell when there would be a prospect for a position, and in this matter I believe if every one holding a position would do his best to get a worthy Brother work, we would soon have very few out of employment. But so many say, times are so dull here, when you ask what is the prospects, and it is said in a sort of "I am afraid you will beat me out of my job" way. There are very few Brothers of our noble Order but what at heart are all right, but there is a fear that he will lose his position.

There is not a Brother today that is looking for work that would steal the place from another Brother, but many times a word to those in power from a Brother would get some positions, and doing it would bring those two nearer than ever.

Kellerton, Ia.

D. D. RANNEY.

[Though not intended for publication, THE CONDUCTOR recommends it to the careful consideration of all.—ED.]

Editor Railway Conductor:

Ashton Division 136 is still among the living. We have moved our Division from Huntington, W. Va. to Russell, Ky., which I find has been a great advantage to the freight conductors, and also to the Order, as we have been able to have good attendance at all meetings, and a good interest is manifested by the members.

We have added two new members to our number, Chas. O. Honiker and Wm. F. Surbaugh, two bright and intelligent young men. We appreciate such members and welcome them into our Order, and hope they will be earnest and active workers for the good cause they have taken part in. I am sure they will put their shoulders to the wheel and lend a helping hand whenever it is their duty to do so. We also have the assurance of four more applications soon, and I think if every member would put his shoulder to the wheel and work earnestly, it would not be very long until every conductor on the Kanawha district of the C. & O. Railway would be an O. R. C.

Now, Brothers, let's put our heads together and see if we can't get those outsiders to become of us. Show them the benefits they may have by joining, and you will be surprised at the results.

We have fifteen through freight crews on our division, and all making every day and getting along very nicely. We are very glad to see our worthy Brother, A. M. Baldwin, wearing a brand new uniform suit and riding the varnished cars, and hope him everlasting success in his promotion to passenger train, but hope he will not be like some before him, forget that he ever was a freight conductor. I have just been called to go out.

F. A. WRIGHT.

Russell, Ky.

Editor Railway Conductor:

Division 141 is still prospering and has a fair attendance. Everybody is looking forward to the "yaller korn" to be handled this winter, and we

will have to admit the prospect is very good indeed. Most of the boys of Division 141 are working, and only a few are looking for positions at present, and we are glad to hear it, too.

Our S. and T. Brother I. N. Miller, gave his books to the Division for inspection for the year ending July 1, 1896. They were checked over and found in first-class shape, as they always are when in the hands of Brother Miller.

I would like to ask Brother Hot Tamales, of Division 44, how he is going to tell about his 16 to 1 piece of poetry being what we want? It might make work for the men in the Rockies, as he says, but how about the boys where they don't have any silver to haul? I am afraid the hog train will run in sections galore, when he gets his white metal 16 to 1.

But just keep right ahead, Brother, if you think you are right. Hope you are. If your prospects are as bright as your poetry, you are on the way to prosperity. Speaking of the Brother's poetry, puts the writer in mind of a little verse, which most everybody has heard, but I will repeat it just the same:

"Almighty dollar, thy shining face
Bespeaks its wondrous power:
In my pocket find a resting place,
I need thee every hour."

I think that if we have plenty of work in the country for men to do, we will all make money. No matter what kind of money, so it has the government stamp on it, be it gold, silver or paper, so it is worth 100 cents on the dollar. I think what we want is a protective tariff. Set a brake on the imported goods from other countries, and start our factories, mills and other industries in full capacity, and then we will have plenty of work and plenty of money. These are only my views on the situation.

JESSE.

St. Joseph, Mo.

Editor Railway Conductor:

In *THE CONDUCTOR* for August, I am inclined to think the New York correspondents, Jose Gros, inclusive, are inclined to the silver cause, and I fear their influence may mislead some Brothers who read *THE CONDUCTOR* well, I trust, as all do. Brother Jeardeau tells them a truth in his letter that all should heed. Let the boys consider first the large number of roads that have gold obligations, and remember if a 16 to 1 bill is a law, how the company will get the gold to pay with. It is a conceded fact that gold will at once go to a premium and the company that has the gold to buy will be compelled to cut right and left to keep out of bankruptcy and get the wherewith to buy the gold. Where do they usually begin in such instances? Not by advancing rates we all well know, but by cutting wages. Let the Brothers well consider this before November. I had a talk with a man of large means today, and among other things he was willing to acknowledge that free silver would ruin a great many of the railroad companies. Now, I want to know if any one thinks the balance of the country can be very prosperous if the capital invested in railroads is in danger? Oh, no; you can't cripple that large industry and the rest go on a boom, but all must share in prosperity or depression. The farmer thinks he will get more for his grain, and he will in any case, no matter who is elected, but in case of

silver he must stand an advance in freight also, to help raise this money to buy gold, the employe can't pay it all. The farmer seems unable to learn the fact that supply and demand regulate prices of his products as well as any manufactured articles, but goes on year after year, raising all the crops his land will produce, with no variety, and blames the currency laws because he gets low prices, and wants free silver, free money, free telegraphs, and the government to let him have any money he may be in need of at 2 per cent. He also curses the trust combinations, when no class has the chance that the farmer has to form a combination to put up prices of his products. He blames the government for all that goes not his way, but don't seem to consider that the Argentine Republic is raising more wheat today than ever, and that the Black Sea ports have increased their shipments millions of bushels this year besides. Corn today is lowest in thirty years, and now Kansas is going to produce 300,000,000 bushels. This is the most in the history of any single state, yet the farmer will probably vote for Bryan because the price of corn is so low. Had they planted one-quarter of last year's planting they would today be getting double the price and less work for the money.

Let the Brothers consider this thing outside of politics, and look to the effect on the pay roll. When a 16 to 1 bill was in existence we produced 35,000,000 ounces of silver, now we produce about 6,000,000, and can easily double or treble that. Will any of us get any of this cheap money if we don't have a job and can't find work at any price?

I am inclined to think too many of the Brother-want to down the millionaire, and forget that what affects the banker, will sooner or later affect the laborer and the farmer. You cannot hurt the money sections and all the rest prosper.

Asheville, N. C.

L. TREADWAY.

Editor Railway Conductor:

With all questions social and political, we are interested as christian citizens. It is not my purpose here to discuss the remedy of the evil, but to awaken the people to the condition that confronts us. Of all the labor done in shops, 32-44 per cent is done by women and children. Let us look at the effect of the system on society. Through civilized history woman has been held in high estimation by man, and whenever she loses that she loses her power forever. Heathen nations make women do the drudgery, and make her the slave.

The effect of labor in the shops and factories opens the door to class distinction. The individual character makes strong men and women, while the movement of the masses tends to weaken character.

When the lord and lady lived in their palace with numberless servants, coaches, horses and everything to make them seem more grand than their neighbors, that was class distinction. Our American society is a common civilization, and the man has a voice with the highest, and yet the labor of women in the shops tends to raise the woman who does not work, above her. I have nothing to say against the manufacturers or men and women who work in the factories of the country, but it is the terrible system, and men and women suffer from it. Who wants his wife or daughter to obey the commands of other men in the shops? When the women go into the shops they lose their social

standing. The influence of factory labor may be seen in the fact that it injures them physically. There is such an abhorrence of labor in the house: it is almost impossible to get a good girl to do housework. Isn't it just as honorable as to work in the shops? The homes are often at fault for this. We are so egotistical that we think that servants are little better than animals. We don't give them a seat at the table with us, and this is all wrong. If any one is good enough to work for us he should be good enough to eat with us.

Another reason is because it is largely a desire of the girls to be free, and not constrained, after the hours of labor in the shops and factories are over. Employment in the shop disqualifies physically and socially. The race is becoming weaker. Pale cheeks, aching bones, and cries of despair confront us. The women are not qualified to raise families, and longevity is endangered.

Where are all the large families today? Go out into the country and onto the farms where every one is healthy. One or two puny, sickly offsprings are the result of factory labor, which is the curse of womankind. It injures mentally. Put your daughter in the shop at twelve or fourteen, and keep her there year after year until she is of a marriageable age, and what opportunity is there to develop mind or character?

"Great men all had Godly mothers." There is not much of the mother left in those who are employed in the factory. Sometimes circumstances alter cases, for I am only speaking generally. Female labor in the shop injures morally, and I speak with the deepest feeling when I say that immorality is increasing. Our homes for indigent children are full, and in the cities, and even villages, children are being left on doorsteps, the offsprings of sin and the outgrowth of daily association with lewd men. Are these things not true? I need not carry it further.

Ninety per cent of the inmates of the houses of questionable repute are the outgrowth of factory influence and shop associations. Last of all it opens the way for unprincipled employers to take advantage of those employed. There are hundreds of instances where women have applied for a position in a factory, and have been told that they might have it on conditions.

Should not the system be abolished? I do say that the condition is one injurious to society, and excludes you from the best class. The girls want to get away from mother so they will be at liberty to stroll on the streets at night and lose their reputations. The lack of sympathy of father or mother has driven many a boy or girl from home. Whatever you do, walk in the way of righteousness.

Akron, O.

GEO. W. BARBER, SR.

Editor Railway Conductor:

This being my first attempt at journalism, I make no excuses for any errors or misconstructions, but if you will permit me sufficient space I will endeavor to give you an account, as best I can, of a surprise given our superintendent, Mr. J. M. Gill, on the 9th inst. The occasion of the surprise was the presentation of a handsome office chair, which was awarded him in a lively contest against Superintendent Lewis Hood, of the L. & N., at the O. R. C. and B. of L. E. picnic at the Lagoon, July 28. There was an exceedingly heavy vote cast, but the C. & O. boys came off victors by over 1300 majority,

to their extreme gratification. The chair was brought to Huntington from Cincinnati in charge of the Cincinnati Division men, who were met at the depot by the Huntington Division contingent, and arrangements were at once perfected for the formal presentation. The party was met by the Second Regiment band, the finest in the state, and an imposing line of march was at once inaugurated. You can all imagine how proud we were of our honors when we marched behind the band to Mr. Gill's handsome residence. After two or three rounds of exhilarating music, Conductor Johnson, of the Cincinnati Division, made the presentation speech, as follows:

"Mr. Gill: We represent all classes of employees under you. In a recent contest between yourself and Superintendent Lewis Hood, of the L. & N., for an office chair, you were declared winner of this charge by more than 1300 votes, and we are here tonight to present to you that chair. I know of no man in your service who has reasonable grounds for complaint of you in any decision you have rendered to him. When this contest was suggested to your employees, they responded, to a man, with their money and advice, thereby attesting their esteem for you, and I am instructed by the Order of Railway Conductors, by the Brotherhood of Locomotive Engineers, and, in fact, by all employees under you, your assistant superintendents, your train masters, your road masters, and all employees, to present this chair to you in their name, and I hope you will receive it in the spirit in which it is given. The best wishes of all your employees go with you and yours, and may all your undertakings meet with success."

This was replied to by Mr. Gill in a few clear, clean cut remarks, which went to show that his appreciation was a great deal more than words could tell and that it was but a useless task to try to measure it, even with a flowery speech. Mr. Gill's remarks were replied to by Master Mechanic A. F. Stewart, as follows:

"I am in considerable of a dilemma in regard to this speech making, as I do not know what to do or how to do it. If I had known on the way here that I would be called upon for remarks, I would not have been here this evening. On occasions of this kind it is better to take no chances, and it would have been well, on this occasion, if I had had a few moments to prepare myself. We are here this evening to do honor to our superintendent and present him with this chair, and I feel as much interested in it as any of you, and I am glad to know that I have the opportunity to take part in presenting so good a man with so handsome a chair. I will always believe that the closer that you can get labor and capital together, the better for all concerned. The officers of any railroad, while they are not capital, they are the representatives, and work for the interest of capital, and the closer you can get them together the better. I think occasions of this kind are means of getting them closer together, in order that we may work for one common interest, and for the benefit of the organization. I consider it an honor to have a few moments to express my sentiments relative to our superintendent. In all my railroad experience, and it has been quite extensive, I have never had the pleasure of being associated with so able and pleasant a gentleman. I think you will all agree with me. As I said when I started, I would like to have had a

few moments to prepare myself, as I might be able to say something that would be pleasant and interesting. The only satisfaction that one can get from any extemporaneous remarks of this kind is that it comes from the heart, and I tell you I am glad to say a few words about our superintendent. I feel honored by the compliment conferred upon me, and I hope Mr. Gill will enjoy the handsome chair you have presented him."

As soon as Mr. Stewart concluded his remarks the entire party was ushered into the spacious dining room, which was bedecked with flowers and all proper articles of adornment, and seated at a most luscious luncheon, served in three courses. The table being beautifully decked with flowers, a large silver platter in the center was artistically arranged with ferns falling over a clear piece of ice, from the center of which dahlias and pansies were blooming. A buttonhole bouquet, exhibiting the standard color of the C. & O. R'y., was given to each guest. The party then adjourned to the veranda and lawn, where the cigars were handed around by Mr. G.W.I. in person. The many bits of pleasantry exchanged gave indication that all present were enjoying themselves to their extreme limit.

In conclusion, it would be well to add that the committees all did their work nobly and thoroughly, and everything went through without a jar. Trainmaster E. L. Ryan and General Yardmaster J. W. Coulter, who acted as ushers, are to be complimented on their gentlemanly and efficient service; no more so, however, than their most estimable wives, who seconded all their efforts to make all present happy and comfortable.

The host and hostess will long be remembered by all present for their kindness and hospitality to the employees.

J. W. COULTER.

Huntington, W. Va.

Editor Railway Conductor:

We have been gradually growing in numbers since the transfer of the division from Neodesha, Kan., which occurred December 12, 1894, and at which time there were twenty-one members. Now we have a membership of nearly seventy, with three ready for initiation, one petition before the committee and more to follow soon. You will readily see we have not been asleep all the while.

There is quite a ripple of excitement among the railroad men on the Frisco just now, caused by the resignation of Capt. L. D. Button, division superintendent of the St. Louis division, headquarters at Springfield, Mo. When it was learned, further, that the division superintendent's office at Springfield had been abolished and that the St. Louis and Texas divisions had been consolidated, there was still more surprise. J. A. Mantor, who was division superintendent of the Texas division, was made superintendent of the consolidated divisions, with headquarters at Springfield, Mo. The road from Monett to Sapulpa, I. T., has been added to the Kansas division under the superintendency of Andy O'Hare, present superintendent of that division, with headquarters at Neodesha, Kan. This makes only two divisions out of the whole Frisco system, instead of three. The general superintendent's office was abolished, and the creation of the office of superintendent of transportation, which fell to J. R. Wentworth, former general superintendent. There have been several other minor changes. It seems things are taking a general turn on the

Frisco. Many of the boys were sorry to lose L. D. Button, but were exceedingly glad to know so many of the officials had been retained in the service. J. A. Mantor, division superintendent of the St. Louis division, and A. O'Hare, division superintendent of the Kansas division, are the right men in the right place. J. R. Wentworth, superintendent of transportation, with headquarters at St. Louis, is a crackerjack. All Frisco employees speak in high terms of President D. B. Robinson and General Manager B. F. Yoakum.

Brother J. S. Farrow, after two months' lay off on account of sickness, has resumed his old run on the Texas division.

We sympathize with Brother J. B. Rorick, on account of the loss of his position as passenger conductor on the Texas division. In the future, Brother Rorick will be found on his farm, one mile north of town. He says he will now have the pleasure of pulling two bell cords over his span of grays. Jo tells me he is going into the strawberry business.

I understand Brother Kirkpatrick has struck a rich lead mine at Galena, Kan. However, this is not the first one.

Brother John Lopp has taken sixty days' leave of absence and is now stumping the country in favor of sound money and protection. John says he wants sixteen Frisco men to vote for McKinley to one for Bryan.

I heartily coincide with Brother C. H. Peters' letter in the August CONDUCTOR. Brother, I do not consider you a crank; you told nothing but cold facts. However, I have the pleasure of saying, I do not know from experience, but from observation. I am confident if some of the Brothers would read this letter, and take it home to their own conscience, it would not do them any harm.

Business is looking up a little on the Frisco, think it will be much better inside of thirty days.

Monett, Mo.

D. B. KINGERY.

Editor Railway Conductor:

It is a source of much gratification to me, that, since my letter in the July CONDUCTOR, I have received over fifty letters, from all over the country, from Canada to Mexico, commending it; and some of them telling me that the writers thereof would act on the advice given, and abstain entirely from the use of intoxicants as a beverage. I feel that the little seed there sown may produce fruit, that will gladden some hearts, and benefit my fellow workers in the railway service, and through them many others.

Let every man in the service appoint himself a committee of one, for the suppression of the drink habit, on the line where he works and has his influence; and he will soon see an army of bright-eyed, healthy, and competent employees, who will be not only a credit to the service, but influential members of the community in which they live. Try the committee plan. Call a meeting with yourself and make a resolution that you will not "treat" any man, including yourself; and my word for it, your wives and sweethearts will be proud of you, and your employers will be glad to entrust to you the interests and safety of the traveling public.

It has come to my knowledge within the past few weeks, that more than two hundred railroad men have been dismissed from service; in almost every instance the man "dropped" was a drinking man.

True, times are very dull and business depressed, which may account for the "dropping" of some of them, but the fact remains that the "lushers" have been picked out and let go, and the sober, reliable men retained. A man don't need to be run into by a shifter to have the moral of that fact knocked into him.

Not long since I went with a physician to see a man who had been injured by accident. The case did not look to me to be a very desperate one, although he seemed to suffer a good deal. I assisted the surgeon in his work and after seeing the poor fellow as comfortable as possible under the circumstances, we came away.

The surgeon told me in reply to my query, what his chances were? They are all against him. I did not think so and expressed my dissent. "Ah," said the doctor, "you don't take into account that his system is sodden with alcohol: it will be that we will have to work against, as well as his wounds, and it is the worst factor in the case. I tell you that he has less than one chance out of twenty to recover," and all because his whole being is poisoned by his indulgence. Now, boys, every one of you has influence, and it remains with you alone whether you use it for good or evil. Abstain from alcoholic beverages and put money in your purse, health in your system, and love, pleasure and comfort in your homes.

Now, there is another subject that is, or ought to be, very near to every railroad man's heart, and that is "Our Disabled Railway Men's Home." Is Father Coffin's plea for funds to make it what it should be, to fall on unheeding ears? Forbid it, humanity. There is not one railroad man who is in employment, but could spare a small sum from his wages each month to build up and maintain a good, comfortable home for such of our disabled Brothers as are compelled, unfortunately, to ask us for help in that direction.

There ought to be some systematic way of giving, so that the "Home" would be assured of a fixed income, which they could depend on.

Take the matter up in your Divisions, ask our conferrees, the engineers, firemen, brakemen and telegraphers, to do so, too, and to act promptly in the matter, for while you wait, some suffer.

If every engineer and conductor would give one dollar, and every fireman, brakeman and telegrapher, fifty cents, Father Coffin would have a building fund that would erect a home of which we would all be proud, and that would ensure room and comfort to those of our Brothers who need care.

It only means that you should deprive yourself of a small luxury, say a few "smokes," or "any other old thing" that is not a necessity. Contribute the money thus saved toward the maintenance of "Our Home," and gladden the hearts of our more unfortunate Brothers who stand in need of our loving care. If you will read in that best of books, the Bible, you will find that it is full of promise to those who assist in works of mercy or charity, and as a few of them come to my mind, I will save you the trouble of hunting them up (not but what you would like to). "He that giveth to the needy lendeth to the Lord." Boy, there's the best of security, come down with the cash. "Even so much as ye did it unto one of these my little ones, ye did it unto me." "The Lord loveth a cheerful giver." These are all from the

"Good Book," and are true. Here is another from a grand and inspired old prophet, "Cast thy bread upon the waters, and after many days, it will return unto you." Deeds of kindness bear fruit, and brighten the tollsome pathway of life. Give, and give freely, so that you may have the comfortable assurance that you have done what you could. Instruct your delegate to the Grand Division to work for the Home, and let us do our part well and manfully.

Sharpsville, Pa.

C. H. PETERS.

Editor Railway Conductor:

Since our last letter we have had the pleasure of seeing two more additions to our Division. Chas. Kollmer, (formerly a U. P. L. conductor) at present with the C. L. & W., had the pleasure of first riding our experienced goat, and the way he managed him was a caution, but he came out o k. C. J. Hahn followed at our next meeting, and says the ride was very exciting, but he never lost control, and was promoted to a full fledged conductor. We have one more application pending and expect several more for our next meeting.

Was just going to give a few names: but that item in June started them, and Brother Willmot says he will not give that writer a chance at him. Ben is getting very prompt. Since our meetings have been changed we see it is our best time for them. It gives Brother Howe, night yard master, time to attend, and the single ducks have no chance to kick and say, "I have a date with Miss So and So," for they can attend meeting in the forenoon and then have the afternoon and evening to hold hands.

Brother B. Rosa has resigned his position with the C. L. & W. and will accept a position on the Little Rock & Fort Smith R'y out of Little Rock, Ark. Sorry to lose Brother Rosa, but we wish him success in his new position. Brother Flavin, of this Division, has been with the same road for some time.

Brother Hadaway says the sun is very hot on the gravel run and gives that as a reason for his blistered nose and face.

Brother T. O. Cooke has a very hard time and quite a load on his hands. He says the rest of the committee on local by-laws do not try to help him, but if time permits he will come out all right yet.

The members of Lorain Division are making arrangements for their second annual ball, the date to be changed from Easter to either Christmas or New Year. By our next can give time and place. Keep on the look out for same, as our first annual was a grand success and the committee are going to duplicate it.

Brothers Williams and Pomeroy, of Cleveland Division, No. 14, paid us a visit at our last meeting, helping us to give a candidate the royal bumper. Our Division being young, they gave us very good advice. Come again, Brothers. We are glad to have visiting Brothers with us.

Business on the C. L. & W. has fallen off, when it should be booming. They have taken off crews, something they have not done for years, but the outlook seems very poor. They do not know what to expect, a gold or a silver trade. Politics are all the rage with us at present. Brother Kaneen has the silver question down pat. If free and unlimited coinage should be adopted and you are lucky enough to have a silver dollar, send it to Washing-

ton and the treasury department will send you in exchange sixteen silver dollars. You will have to ask him for the explanation. Brother F. Marren has it. A silver dollar will equal in value sixteen times as much as a gold dollar. That way it will take sixteen gold dollars to purchase a silver dollar's worth of chewing gum. Now, my idea is, if either party, no difference which, is elected, its representatives are going to Washington for the money there is in it, and, as heretofore, there must be a legislative body to govern, and if they unite, then they will have their way for it. But we all hope for the better, and the resumption of business that will start our machinery to moving.

Lorain, Ohio.

L. O. RAIN.

Editor Railway Conductor:

While guided by the grandest principles that have ever been stricken off by human pen, while listening to words of wisdom from those who have drunk in the beauties of our Order; as they present ideas in harmony with the human soul, while hearing the thundering brawl of faiths, creeds and opinions, a declaration is heard echoing from the very center of the universe, affirming that the world is converging and uniting for the support of a grand Brotherhood.

But the picture becomes dark to him who is a member of our Order merely for what he can get out of it: to him who sees humanity only as delineated on history's page, but knows nothing of the principles underlying a grand common Brotherhood.

To him who holds humanity and the universe as a chaotic mass, each one striving for power, place and the lion share of everything; to him who observes as impaired the infinite image, Him who taught that we should do unto others as we should wish to be done by, but has forgotten to discern the dim drawn lines of the indelible impress of the divine likeness, to him the Brotherhood of man is a vague idea.

But the Brother who reads the autograph of the Brotherhood above, and feels the touch that has given sweeter cadence to the world's music, more imagery to its poetry, richer tones to our rituals, profounder conceptions to our ceremonies, a truer ideal of its arts, has heard the whispering voice of fraternity and beheld a light in the chamber of the portals of a mystic Brotherhood, as enduring as the everlasting hills.

With earnest zeal the soul is urging its quest after knowledge, so long as eternity withholds a secret. The sculptor, standing amid the beautiful statuary of his own skill, never feels that he has awakened from the unchilled rock the archangel of his dreams. The artist sighs as he gazes upon the masterpiece of his genius, because it lacks a more perfect touch than his brush has given. Pure friendship and a perfect brotherhood, the immortal principles of which are an incessant agent for the attainment of which is incarnated in the perfect man, but is rather too sublime for human conception, an inherent attribute of divine excellence for the execution of a designer's plan. A system of brotherhood on which shall be based the government of the earth, the laws of the race, the friendship of humanity, and the social, beneficial institution of man. The solemn music of a Milton, and the candid notes of a Burns, reverberate in human hearts today: giving a kinship and sym-

pathy with suffering humanity, holding aloft a fraternal banner on which inspiring deeds of charity are wreathed in letters of imperishable substance and infused into the consciousness of every man.

Altoona, Pa.

W. W. H.

Editor Railway Conductor:

We are still doing business at the same old stand. While, for the past two or three months we have not had a very large attendance at our meetings, owing to the extreme hot weather and the rush of excursion business to the several summer resorts, yet the meetings have been very spicy and interesting. We have two candidates for initiation at our next meeting and one application to act upon, with several more to follow in the near future.

The annual reunion of the old A. & G. W. employees was held at Exposition Park, Conneaut Lake, Thursday, Aug. 20, and was very largely attended, and one of the most enjoyable days of the season was spent at this famous summer resort. The P. S. & L. E. R. R. is doing a better business this summer than it has done any year since the line was opened, with brighter prospects for the future.

Joseph York Division of the L. A. is flourishing nicely and the members are making arrangements for a series of entertainments during the coming winter which promises to place them second to none, as far as their financial condition is concerned. They deserve credit for the manner in which they are conducting the business of their Order, much of it being due to their efficient officers.

You may hear from me again in the future.

Meadville, Pa.

D. S. BARACKMAN.

Editor Railway Conductor:

The August number of *THE CONDUCTOR* lies before me and very forcibly reminds me that I must hasten if I would have my communication appear in the September issue.

I was pleased to see the interest taken by the ladies in the August issue by the large number of communications from them. From the tone of most of them, they evidently mean business with a big B, not only in increasing the membership in Divisions already organized, but in starting new Divisions. Let the good work go on until every O. R. C. Division has its Auxiliary. I am pleased to note an increased interest in the Insurance Department of their Order.

Already quite a number are planning to attend the next session of the Grand Division in Los Angeles and are looking forward to a pleasant time meeting old friends and making new acquaintances. Those who attend as delegates will have plenty of work framing new laws for the benefit of all.

Not much news this month except that the "boys" are very busy with their work, especially those in the passenger department. The extra force is kept very busy running excursions, some days as high as six trains, principally to Ocean Grove, a noted summer resort on the Atlantic coast. Others go to Coney Island, Lake Hopatcong, Boynton Beach, Island Park, Saylor's Lake, Mountain Park, and last but not least, Glen Onoka and the Switch Back at Mauch Chunk, the Switzerland of America.

Brother Wm. H. Warner, of Division 147, is one of the great many sufferers from hay fever and at present is sojourning in the White Mountains.

S. S. Young, of Division 153, is running fast freight between Phillipsburg and Scranton. Frank Snyder has Young's run, while Brother Jas. McNulty, of 153, brings the L. & S. division local freight in on time.

Sunday, the 16th, Delaware Division, 37, had one candidate, and considering the length of time our "goat" has been idle, and the length of Brother Richline, he had not grown so fat but what he kicked over the traces a couple of times, to the sorrow of this good Brother. Two applications were presented, with prospects of more in the near future. We trust that what is our gain will also result in an increase to the Ladies Auxiliary.

Brother Phipps is worrying himself thin because the ladies haven't as yet invited him to appear before them for the "Oh Why" degree.

Phillipsburg, N. J.

W. C. ROWLAND.

Editor Railway Conductor:

"The Home" acknowledges receipt of following donations for the month of August, 1896:

DIV.	AMT.	DIV.	AMT.
44	\$ 5.00	48	\$ 7.00
136	8.00	151	12.00
201	5.00		
Total			\$ 37.00
O. R. C. Total			\$ 37.00
B. R. T. Lodges			146.40
B. L. E. Divisions			52.10
Personal: John Eagan			10.00
" Member B. L. E. No. 87			1.00
" M. J. Whalen			1.00
" Mr. Hobart			1.00
G. I. A. No. 57			10.00
G. I. A. No. 69			1.00
L. A. to O. R. C. No. 29			2.00
L. A. to O. R. C. No. 42			1.20

Grand Total.....\$317.70

Received from the members of Division No. 53, L.

A. to O. R. C., 5 towels, 12 sheets, 24 pillows slips.

Highland Park, Ill. F. M. INGALLS, Sec'y.

Editor Railway Conductor:

I did not expect to write again so soon, but after our meeting yesterday, I concluded to do so, as I want to thank Division 237, and especially their esteemed Chief, Brother C. D. Balcom, and their worthy Assistant Chief Conductor, Brother Owen Reynolds, for their generous treatment to one of our officers and Brothers, Col. N. H. Wood, who has just returned from a trip east, and taken on a new lease of life. Brother Wood could not say enough in praise of his treatment on this trip, and I want to say that it ever Brothers Balcom or Reynolds come to Chicago, Brother Wood and Chicago Division, No. 1, will try and show them just how much their kindness is appreciated.

We were agreeably surprised at seeing Brother Jake Henry with us again. He has been away for quite a while, but is fully recovered and looks well. He is living quite a distance from Chicago, and it is hard for him to attend, but he made an especial effort yesterday and came up to see us. He has been down south and says he was never treated better in his life, and speaks in the highest terms of the officers and conductors he met on the southern lines. He is thinking seriously of going south to live, and if he does, we know you will find him one of the nicest men that ever pulled a bell cord, and the biggest hearted.

Our delegate, Brother Kilpatrick, gave us a nice report and talk of his trip to Indianapolis on the

30th. He enjoyed it very much and thinks much good will be accomplished by it. He says Mr. Coffin was there and spoke in behalf of the Home for Disabled Railway Employees, now located at Highland Park, and of which I wrote you last month. I trust his words will cause more interest in this worthy institution and that soon they will have enough funds to enable them to do all they desire.

And now, before I forget it, we have received a nice, long letter from Brother Penfield in which he gives a good report of his trip west and northwest. Incidentally, he "goes for" your correspondent for wanting him "tagged," and says "he will get back without it," etc., so, Brothers, you need not mind it this time. He has been to Salt Lake City, and although he came very near joining the Mormons, says he did not, and as he has given a good account of himself, we will forgive his long silence.

We are still having good attendance, averaging about 42, and good meetings, when everyone has a good chance to "speak his piece," and then we know just how they feel.

Our Secretary has shown us some new blanks, just received, gotten up by our Grand Secretary and Treasurer, Brother Clancy, for giving order for word or work. They are very neat, and are something we have needed for a long time. They, like everything else coming from that office, since Brother Clancy took charge, show that he is progressive and "up to date," and I know that every Secretary will join me in saying that he is "the right man in the right place." Long may he be spared to fill the office he holds and to which he is an honor.

I almost forgot to say that another of our officers, Brother Frank Slate, has gone on a trip to New York state, and we hope and trust he will come back with kind words for the Brothers out that way. We trust he will soon be with us, rested, and ready for work.

C. H. W.

Chicago, Ill.

Editor Railway Conductor:

Did you ever notice, at the opening of a national campaign, the confessed love, admiration and consideration the political parasite has for the laboring masses, and the panacea he has to offer for the cure of the body politic? He has recommended that old chestnut, the "gold cure," which we all have been taking since 1873, and the more we have taken the further we have been from convalescence. He has changed its name, thereby thinking to fool us. He calls his gold cure an "honest" dollar, "best" dollar, "sound" dollar, and winds up with this kind of talk: "A dollar that is good the world over." We, the laboring class, know that there is no dollar coined that is good for its face value the world over. The money of a country is legal tender in that country only. When our silver or gold coin reaches England it is merely bullion, and is worth what silver or gold bullion is then selling for in that country. There is a class of persons, however, who make it their business to exchange the coin of one country for that of another, charging a percentage for so doing. With these persons in England, United States silver and gold dollars are approximately equal in value, because they can send them back to this country and exchange them for equal value in commodities. The same thing, however, is true of our greenbacks.

which shows that the value of a dollar is independent of the material of which it is composed.

Any kind of a dollar that increases in value while the products of labor decrease in price is a dishonest dollar, especially when such a dollar is recommended by the money lenders, brokers and dealers in the credit of the nation, and openly advocated by the men who hire our labor. Here is one truth we all can agree upon: If the free and unlimited coinage of both gold and silver at the present legal ratio of 16 to 1 would make our present silver dollar worth only fifty cents to the workingmen, every gold standard advocate, including the men who hire the laboring class, would be its champion. We do not see them falling over one another to support it. It looks strange, does it not? Have you not noticed that the advocate of the "gold" cure will tell you that under the free and unlimited coinage of gold and silver, the silver mine owner will get one dollar for fifty-three cents worth of silver, and then, in the next breath, he tells the laboring man that he will only get a 50-cent dollar? How can it be a 100-cent dollar for the mine owner and a 50-cent dollar for the workingman?

There is another contradiction the gold advocates fall into. In one breath they will admit that there has been a general decline in the prices of farm products since 1873, and then they will turn right around and try to prove by cunningly manipulated statistics that the farmer has received as high prices for his products during the past five years as he ever did. They will take the Aldrich senate committee report and show by figures that the workingmen of this country are getting higher wages than they ever did, and that really the laboring classes are on the top wave of prosperity. Then we will read in the papers the reports of strikes, lockouts and failures in business, throwing men out of employment, people starving for lack of food, suicides by men out of employment and unable to obtain it, and other events showing a deplorable industrial situation.

There is one further fact for us to consider, and that is the unlimited demand for both gold and silver for money at a certain ratio, will tend to make that ratio the market value. We should also bear in mind that silver bullion is worth as much today as it was in 1873, when measured in everything except gold. On the other hand, gold bullion is twice as valuable, measured in all commodities, as it was in 1873. In other words, gold has doubled in value, while silver has remained constant. Whenever you use the word "value," as applied to silver, always ask yourself the question "value in what?" It is not the "intrinsic" or "inherent" or commercial value of a metal that is solely effective in making a fixed quantity of it a dollar. Legislation plays the most important part. The constitution gives congress the power to coin money and regulate its value. It is in pursuance of that power that the law says that silver—412½ grains standard—shall be a legal tender. Take the government ipse dixit away from gold money and reduce the demand for the yellow metal to its use in the arts and gold bullion will suffer as great a fall in price as silver has. Silver money (much of it represented by silver certificates) is mainly doing the business of the country, not because it is kept at par by the gold policy, but because it is lawful money. It is the money of the constitution, be-

cause it is made and circulated under laws passed in pursuance of the constitution, which gives congress jurisdiction of the subject. The decree of government declaring an article legal tender is what alone makes it money. If you want to prove this take a five dollar gold piece, hammer it up until the stamp of the government is effaced, and then offer it in payment for a purchase of goods. No one will take it, and no one can be compelled by law to take it. The law does not make gold, the metal as bullion, legal tender, but only gold coin of a certain weight and fineness, as certified to by the stamp of the government. A dollar whose purchasing power is limited to 100 cents' worth of commodities when the debt was contracted, but demands 200 cents' worth when it is to be paid, has discarded honesty and turned robber. The government exacts no gold for taxes or duties. There is no law on the statute book under which the United States can become the possessor of a single ten-dollar gold piece. The gold standard parasites have never proposed to make taxes payable in gold. They give as a reason for this that it would put gold at a premium.

I see that a business house in Cincinnati, Ohio, is trying to make capital for the single gold standard by offering ten 5-cent cigars and a Mexican silver dollar for an American standard silver dollar. This is supposed to be a weighty anti-silver argument. Let us see. In front of me there are three silver dollars. The first is a Mexican dollar, the second is an American standard silver dollar, and the third is an American trade dollar. The Mexican dollar and the trade dollar contain about an equal amount of pure silver, both containing more than the standard silver dollar. Now, we will give the American trade dollar and ten 5-cent cigars for an American standard silver dollar. The reason we can do this, and the business house can perform its offer, is very simple. Here is the whole secret: Neither the American trade dollar nor the Mexican dollar is now a legal tender in this country. There was a time when the trade dollar was a legal tender in this country, and then it circulated side by side with the standard silver dollar and the gold dollar. There was also a time, prior to 1857, when the Mexican silver dollar was a legal tender in this country by act of congress, and, strange to say, the Mexican dollar, at that time, went hand in hand with our silver and gold dollars. This shows the wonderful effect produced upon bullion by making it a legal tender coin. Without this quality the bullion is so much metal that very few people want. Silver and gold as bullion, and silver and gold as legal tender coin are as different as the rough block of stone and the statue chiseled therefrom by the sculptor.

Take the public men of both the old political parties, who are moving heaven and hell to fasten the gold standard on this country, and scrutinize their public records on the money question. On the 25th of January, 1878, in the United States senate, and on the 28th of January, 1878, in the house of representatives, the following preamble and resolution were introduced by Hon. Stanley Matthews, a senator from Ohio:

"Resolved by the senate (the house of representatives concurring therein) that all bonds of the United States issued or authorized to be issued under the said acts of congress hereinbefore recited, are payable, principal and interest, at the

option of the government of the United States in silver dollars, of the coinage of the United States, containing $412\frac{1}{2}$ grains each of standard silver; and that to restore to its coinage such silver coins as a legal tender in payment of said bonds, principal and interest, is not in violation of the public faith, nor in derogation of the rights of the public creditor."

In looking over the public record you will find them voting in favor of the resolution I have just quoted. It is in order now for these senators and congressmen to explain wherein they differ from the other "anarchists" who voted with them in favor of free coinage at that time, and also how it was that it was right in 1878 to pay government bonds in standard silver dollars, and repudiation and dishonor in 1896.

We are also told if this country comes to a free coinage of gold and silver, the United States will be a dumping ground for the silver of all Europe, Asia, Africa, Canada, South America and Mexico. Are they going to give all this stuff to us? Or are they going to take it home and try to use it as money? If that is their purpose, why will they not have it coined at home? If they are not going to use it in this country, why should they bring it here to be stamped? We are advised by the gold financiers that our government stamp on silver will not "go" abroad. Under a free coinage law nobody can take silver to the mints and sell it at the rate of one dollar for $371\frac{1}{4}$ grains and get gold for it, or paper redeemable in gold. The plain fact is that he simply takes his own silver away coined instead of in the shape in which he brought it. If he is an Englishman and wants to use his money at home, he will, according to the gold standard advocates who talk about 50-cent dollars, be taking home the same value that he brought over. He is not going to be able to buy goods or products in this country any cheaper because the dollars are only worth one-half their face or thereabout. If the goldocrats are right, and the silver dollar under free coinage will be worth only fifty cents, then Mr. Englishman, or anybody else, will have to pay two silver dollars when he buys one dollar's worth of property, so what does he gain by "dumping" his silver on us, even if he spends it in the United States?

It is as certain as the rise of the sun that a continuance of the single gold standard in this country is bound to create a worse and worse industrial situation. It is sure to mean scarce money: money scarce means dear money: money hard to obtain. It means falling prices, which means loss in all productive enterprises and consequent lack of employment. Who are the advocates of this gold cure? Why, the bondholders and other owners of obligations calling for a stated number of dollars, and, of course, as these dollars increase in value, it is so much the better for them. Any national political question which has to have the strong arm of organized capital to coerce their employees, from official to the humblest workman is founded on a false principle. We know that all corporations are imploring their employees to take the "gold cure," single standard, and when their—the corporations'—notice is called to their campaign of education, the officers say they are engaged in legitimate missionary work. However that may be, we know that they are causing their employees, in all departments to organize gold clubs. This autocratic

method of procedure is bound to have the opposite effect from what the officials anticipate. On the 3d of November every workingman is the peer of a railroad or bank president, or any other citizen of this country, by the secret ballot and the right to vote.

JACK RABBIT.

Terre Haute, Ind.

Editor Railway Conductor:

In the August number Brother Jeardeau, of 46, appeals to us to vote for the salvation of our country's honor, and against the repudiation policy of the free silver schemers. He expresses his full confidence in our patriotism and the superior intelligence of car hands generally; and since nobody is likely to dispute our possession of these high attributes—I mean nobody will deny that we possess them between strikes—don't you think it would be a patriotic use of our high order of intelligence, or an intelligent showing of our patriotism to ask "why," and "for whom," before we buckle on our armor?

I know some of us will be there, and for a better reason than any I could find in Brother J.'s letter. Not a few of us have already got orders from our bosses. That's a pretty good reason. And some of us do not like to risk our reputation for a superior order of intelligence by shouting in a chorus for "theorists" and long-haired "reformers;" but we think that to shout (and shoot, if necessary) against them, stamps us with the respectability of our betters. And then a good many of us know that to vote the other way will offend "capital" and disturb the "confidence" on which all workmen must rely for the privilege of working; and while we hug to our breasts the glorious thought that we are the stiff-backed offspring of Independence personified in the fighters of 1776, we go on tiptoe through such times as these, listening tearfully to the newspaper tales of the "timidity of capital" and the necessity of stopping the mouths of the shouting blatherskites and anarchists. And somehow, with all our intelligence, we always overlook the peculiar fact, that while anarchists and blatherskites, howl always, "capital" never displays its "timidity," never lacks any great amount of "confidence," except when the capitalists are after some more legislation.

We don't need to care much, however, whether the withdrawal of money from productive use is because of the noise or vice versa, or whether the so-called timidity is merely stimulated to further the schemes of the money cornerers. We know that our right to work (if it is our right) depends absolutely on the pleasure of the owners of money. (And if it does it is not our right, but theirs.) We know we can't get money without working for it; and we know that if it is scarce and in few hands it is worth more, and our chances to work for it are fewer, and our share of it grows less in direct proportion to the strength of the resistance we show or threaten to show in our organizations. And we know that if it is by law nothing but gold, it is certainly scarcer, dearer, and not so likely to reach all who need it as when silver was also money and doing an equal share of the work with gold.

So when our bosses, who have to go to the money lenders in order to stay in business, tell us to vote the ticket put up by the money lenders, it is not because they want the amount of money reduced by legislation, it is simply because they want to "stand

in" for the time being, and hope to get enough for themselves, if others do have to go into bankruptcy; just as some of us organize voting clubs and union meetings with other organizations in order to prove our conviction that our interests are identical with those of the corporation that employs us.

And we know this, too, that any legislation, whether it be openly effected in defiance of the much-vaunted intelligence of "the masses," or surreptitiously, in fear of arousing that intelligence—any legislation that makes half a given amount of money do the work of all, exactly doubles the value of that half, if the amount of work done remains the same; and the people who have to scramble for the remaining half are not the ones in whose interest the legislation was effected. They can't get enough of it to do them much good unless they carry a sandbag or work some scheme with the politicians to legislate some kind of a privilege to rob the other scramblers.

Now, if our bosses must rely on the "confidence" of the money lenders for the money they need to keep us at work, whether we work or not depends not so much on whether we need to work or whether there is work to be done, as on the pleasure of the money owner and the amount of money he has to lend. If there be few of them so much the better for the few, and so much the worse for us. Of course some of us would be at work, and we might get some satisfaction out of the condition by calling ourselves industrious patriots, and the others bums and anarchists; but we ought to have learned long ago, from the object lessons about us, that it is only too easy to make bums of workers, and anarchists of patriots, when the money is cornered. We may be the next; there will be many more, because the "sound money" scheme is not yet half completed.

Suppose "capital" had lots of "confidence," wasn't a bit "timid," wouldn't there be a boom in railroad-ing if everybody who wants to go somewhere had money enough for a ride? If everybody who is hungry had the money for all he wants of what the farmer has made and can't sell for the cost of making it, counting his work at 25 cents a day? If everybody could afford a six-forty-nine suit of clothes, and shoes and things? If everybody who doesn't like to walk could have a bicycle or a horse? The danger of over-production would be a long ways ahead. The work isn't done yet; it isn't any nearer done than it was twenty-five years ago, when we were glad to see the Europeans crowding in to do the heaviest part of it for us—when our money had not yet been cornered by the detestable gang who assume to uphold the honor and credit of our government, whose remorseless greed mocks the misery of the half-fed, half crazy strugglers for half enough work. And now that they are interrupted in their brutal plan—their "honest money" scheme, they appeal to our natural love of honesty for permission to go on and finish it, relying wholly on our ignorance while they feed our vanity with the song of our intelligence and patriotism.

Now, the "S" I am going to put at the bottom of this doesn't stand for "socialist;" it stands for "scared," and the fact that it is safer for the man who must work for a corporation in this gloriously free and independent country, to display somebody else's patriotism, and the intelligence of those who are smart enough to have retained control of our government long enough to put us in the condition of veritable slaves.

Chicago, Ill.

Editor Railway Conductor:

We want the boys to all know old Monon is still moving along smoothly and progressively. Two new members were added last Sunday (our regular meeting day) and two this meeting, with three or four candidates accepted and two more applications on hand. There are a few more eligible conductors in our midst, and we will get them soon.

Brothers H. C. McKinney, John Dugan and O'Brien, L. C. passenger conductors, are off sick.

Brothers Thomas Graham, F. B. Johnson, J. B. Bird and P. H. Gallagher, who have been helping out with the export rush of grain on the Knoxville division for the past ten days, returned to their own division Sunday, as the rush is over.

Brother J. L. Robinson and wife have returned from their summer outing of a month. Brother Robinson looks much improved.

Brother C. S. Ashby and wife have returned after a month's visit in Denver, Col. Brother Ashby's handling tickets on the Knoxville division again.

Brother U. F. Boscell, of Bolton, Tex., paid his many old friends in Louisville a visit last week. Brother Boscell has many friends among our boys.

We notice in last month's CONDUCTOR a letter from our big jolly friend, Brother Joe Fahey. Let us hear from you soon and often, Brother, we enjoy your letters.

We note with pleasure, that the I. C. out of Louisville have put white flagmen on their through passenger trains. The C. O. & S. W. had only the colored porter.

Brother W. H. H. Daughton, of Atlanta Division, is spending a few days with friends in Louisville.

Brother W. J. Howell, of the Knoxville division, of the L. & N., met with a painful accident. He was in charge of a "double header," with a very heavy train of grain. He started from the caboose over his train, to be at the office in Junction City. The crossing of the L. & N. south of Junction City is at the foot of a grade of two miles, about thirty feet to the mile. His train parted tipping over the hill. When Brother Howell was about twelve or fifteen cars from the engine, the rear end ran into the front portion. Brother Howell was on the forward car of the rear end, and no one knew the train had broken in two. He was thrown some distance from the track. His injuries being internal, it is hard to determine how badly he is hurt, but it is thought to be quite seriously. We hope to see him out again soon, as he is one of our best, and his friends are all who know him.

OUT O' SIGHT.

Louisville, Ky.

Editor Railway Conductor:

It may interest some of the Brothers to know that Division 186 is still in the ring, with as good a force of officers as may be found. The boys are also made out of the proper material, and are constantly on the lookout for an opportunity to do something for the cause. Our C. C. has been making it rather warm for some of the members lately for not coming to the Division room on meeting days, and I notice that they all turn out now, when they are in town. As a result of this our Division is getting along in excellent shape, and the Brothers seem to be taking more interest this year than they have for some time past. We have two candidates for the goat on our next meeting day, and one petition to act upon. Our goat is not rusty, for he has made several trips already this year, and if

you think we have no driver, just drop in and we will fool you once.

Your correspondent was in Memphis on the 30th of last month, and paid a visit to Division 173. I did not find as many members out as I had expected to see, as I was under the impression that 173 was ahead of us. You will have to come again, Brothers, for if we don't get a better attendance than you had, every train register in town would be checked up before night, to see who was in and not at the meeting, and when they did show up, our worthy C. C. would call upon them to explain why they were absent. Before I close, I must return my thanks for the very courteous treatment received at the hands of the Brothers in Memphis. Birmingham, Ala. W. T. SHAY.

Editor Railway Conductor:

Our Division is in a flourishing state. We have initiated four new members during the past two months. We have nearly all the best material on the road in the Order, except a few who are not quite eligible. Our Division treasury is also in good condition, which means a good deal.

Our members are somewhat scattered at present. Brother Chas. Batson resigned his position on the road several months ago, and is now "captain" of a general merchandise store at Kennedy, Ala.

Our very efficient Secretary and Treasurer, A. B. Keys, and Brother W. S. Meroney are on the fifth division, between Birmingham and Atlanta. Brother A. R. Causey is off on ninety days' leave of absence. Any one meeting Brother Causey during his travels, or at any other time, meets one of our best members. Brother A. R. Craddock is still in charge of switch engine at Blossburg.

Business with us (Southern Railway) was very good all through last month, but is not so good now. Everything on the sixth Division between Birmingham and Columbus, Miss., except short runs and locals, are "double headers." For fear of taking too much of space, and with many good wishes for the Order, I will "take siding" for the next.

Avondale, Ala.

"JACK."

Editor Railway Conductor:

Again death has visited Division 172, removing Brother S. C. Henry. Deceased met his fate while in the discharge of his duty, being struck by No. 5, at Jeannette, on August 1, last, and instantly killed. He leaves a wife and six children, the youngest being only one month old. Fortunately for them he held \$2,000 insurance in our Benefit Department. The funeral was held at Johnstown on the 4th, under the auspices of the Order, and was attended by twenty-seven of the members of our Division. Several of the Brothers from Division 144 started from Derry, but were detained by a wreck at Long Hollow, and were unable to get there. This makes the fifth death in our Division since we organized. A committee on resolutions was appointed, and the charter draped in mourning for the period of sixty days.

Our Division was very pleasantly surprised at the close of the meeting on August 9. It was announced that a number of the ladies from Lakemont Division were waiting to be admitted. The door was opened and they were escorted in and given the seats of honor, when Sister Vance rose, and, in a splendid address, presented us with a magnificent altar scarf. On one side of it was a

representation of clasped hands, and on the other, the words "Mountain City Division, O. R. C." This was such a surprise that the Brothers could not talk, but we finally managed to tender the ladies a rising vote of thanks for their generous remembrance. May the L. A. to O. R. C. live long and prosper, and may all who are enemies of the Order cease their opposition and give it a helping hand.

Altoona, Pa.

S.

Editor Railway Conductor:

The numerous railroad washouts we spoke of in the last issue of THE CONDUCTOR have been repaired and trains are again running on schedule time, but many of the victims who were drowsed have not, and probably never will be, found. The first through trains to Silver Plume ran August 14th, making twenty days the road was blocked west of Golden. Brother Charley Morse was on Brother Ingling's run, and being on the west side of the washout, was shut out from home till the track was rebuilt. Brother Jack Ryan was on the "live" end, or the Denver end, and did a live business transporting foreign labor, material, etc., to the scene of the trouble, and he and Jack DeVol looked like real freight men. Brother Ingling got back from his pleasant eastern trip just in time to attend the opening ceremonies and take his run.

Our picnic on the 12th of August was well attended and well enjoyed, we think, by all, and will net Division 44 about \$35, which was beyond our expectations, as we had such a short time to work on. We think all of our entertainments would be more successful if we would start earlier in the season and have more time in which to complete our arrangements, sell tickets, and the like. We would offer a suggestion that we start in about the time "snow flies" and have our annual ball, say a joint ball with Division 23 (we won't play without the ladies), and give it about January or February. How about ye ladies? We anticipate a hard winter and will need our bank account enlarged.

The ladies of Division 23 gave a social ball August 27, and we understand it was a successful one, although gotten up on very short notice. We regret being absent.

Brother Seaburg, of the Union Pacific, returned the latter part of August from an extensive trip through the east, and spent sixty days and sixty nights very pleasantly. He says his chief sport was fishing.

H. E. Flavin, chief dispatcher of the U. P. Ry, at Denver, was with the "old folks at home" the earlier part of August. Mr. F. has been with the U. P. company some twenty years, and many a conductor has read orders over the old familiar signature of "H. E. F." A. F. Vickroy relieved him in his absence.

Brother Geo. Schignor, Lee Howell, Engineer Jim Monahan and Miller, who were discharged for overlooking their running rights, have, we are pleased to note, been reinstated on the D. P. division of the U. P.

"Rocky" Huffsmith, the old Denver conductor we spoke of in the July number of THE CONDUCTOR, as being dangerously ill at St. Paul, Minn., died about the middle of August, with heart disease, leaving a wife and two grown daughters. He was well and popularly known among Denver railroad men of earlier days.

Brother Frank Pierce, formerly of the Gulf road,

has engaged in the farm industry near Denver. We wish him success, and will help him harvest his next year's crop of spring chickens and water-melons when ripe.

Sister Chief Conductor (President) Holbrook, of Division 23, surprised the natives by her bright letter that appeared in the July CONDUCTOR. She is all right in anything she attempts, even to swimming in Rocky Mountain lakes. Come some more, Sister H., and you, too, Sister Landis.

The host of friends of Art Davis, traveling freight agent for the U. P., will learn with regret that he has been dangerously ill since the first of August, at his home in Greeley, where he was for many years agent for that company, with but little advancement toward recovery, at this writing, August 31st.

Brother Jim Thomas has given up his run(?) at Forty-second street crossing for a short time to attend to business in Kansas. He was relieved by Conductor "Jerry."

Wood A. Mattock, assistant ticket agent at union depot, has been the dad of a ten pound boy since August 17th. Wood is a bright young railroad man and has made rapid strides in his profession, commencing some ten years ago with a No. 10 scoop, in a coal chute, and from that to operator and to the responsible position he now fills.

Brother John Kissick and wife were at our picnic and John held an able-bodied man's job at the table. Is looking well, and hopes to have a good arm yet. He returned to the Salida Hospital again to have wires, stitches, etc., removed.

Brother George Grippen has been taking a vacation and trip to the east. Brother G. is one of our regular attendants, and an earnest worker for the best interests of the Order. Where is Brother Mattingly and "Colored" Hough, Brother G.? Bring 'em to meetin'.

Brother W. W. Hinkley started to the Laramie river, in Wyoming, on his annual fishing tour, about the 26th of the month. We think he made a grand mistake by not taking Mrs. H. along, for we imagine what an artist she must be with a trout, frying pan and hot bacon grease, although we never enjoyed the pleasure of a camping trip with her, but will bank on her in anything she undertakes, (foot-races not excepted). We will earnestly watch for Brother H's return, and the inhabitants of Highlands need not be alarmed at seeing a "lone fisherman" of about thirty-eight summers (and some winters) in the vicinity of Brother Hinkley's, trying to catch a fish-er-two.

Brother J. J. Breshnahan, of Raton, N. M., left his card at our office the latter part of the month, and we presume he must have been in town, although we did not have the pleasure of shaking with him. Come again, Brother B., and bring Mrs. J. J.

Brother John Hinkley, of the Santa Fe, at Pueblo, visited our Division last meeting, looking well, and says he has a good job. Come often, Johnnie.

We must mention an accident that recently happened our old friend "Bouquet" Bill. Although quite serious, we all know that railroad men will laugh, no difference what the consequences, and "Bouquet" is so well known about Denver that they will smile at the idea of a railroad man getting hurt in this way. After being rejected by the Gulf road, on account of not passing medical examination, he went out "haying," on a ranch near Den-

ver. He says: "I went up in the hay loft to go to bed, and forgot that I was so near a large hole in the floor, and fell through, 'be daggum!' and didn't come to for three hours, 'be daggum!'" The result was a three inch gash in the top of his head, a bruised shoulder and other cuts. We expect to be massacred for this, but you know what to expect when I and Jackey Meyers hear of any of your troubles, William.

A partnership was formed between Mr. Roy Greiner and Miss Mary Hunter, Aug. 19, at the home of the young lady, in North Denver. Mr. G. is night yardmaster at the union depot, and a young member of Division 44. The bride is a popular young lady, with many friends. May the firm continue their partnership for ninety-nine years in one continual round of happiness.

Knight & Atmore and the Appel Clothing Co., two of the oldest and largest clothing firms in Denver, went to the wall the latter part of the month, which fact cast a rather dark shadow over business circles. We would advise any of the Brothers anticipating a trip to Colorado in the hope of bettering their condition (unless they are in quest of health or mountain scenery), to "wait till the clouds roll by," or Bryan rules the day, as we have plenty of health, scenery, etc., but no business.

Denver, Colo.

"HOT TAMALES."

Editor Railway Conductor:

New River Division, No. 140, continues to move along in first class condition.

Brother A. B. Rogers and family are visiting Pences' Springs. This is a country summer resort. We wish them a pleasant visit.

Brother A. A. Riddleberger and family had the pleasure of visiting the Union meeting at Roanoke, Va., last month. Brother Abb reports it to be a very enjoyable and successful meeting. Brother E. R. Early also visited the same meeting.

Brother C. A. Alvis is touring through east Virginia on his wheel, visiting friends and relatives. We wish him a pleasant trip, as he is one of our "right hand bowlers."

In the promotion of Brother J. W. Goodwin to the position of passenger conductor, the C. & O. company selected a man who is thoroughly qualified, and placed reward where it had long been due. From all appearances, Brother Goodwin seems to be thinking very seriously about taking unto himself a "better half." We wish Brother Jack unbounded success in his hazardous undertaking.

Our most worthy Brother D. H. Hartsook and wife are visiting friends and relatives in the east, hoping they may enjoy themselves on the farm in the old Virginia valley.

Business on the C. & O. is somewhat on the increase, and it makes all concerned inclined to be cheerful.

Considering the scattered condition of our membership, we generally have a fair attendance: although we have, like other Divisions reporting the same state of affairs, members who are in town on the meeting Sundays, but who never darken the door of the Division room unless they have a grievance.

The race for knowledge now is on;
The day of darkness, past and gone.
Man takes of things a nobler view:
Inspects the right and proves the true.

New ideas flash from mind to mind.
And new discoveries still we find:
Error and vice will pass away,
And truth and right will come to stay.

Many are running to and fro,
Revealing secrets as they go;
Inventors find no stopping place,
And yet, they tire not in the race.

Some telegraph without a wire,
Transmitting news by electric fire;
And with the modern telephone,
Men talk with men from zone to zone.

Hinton, W. Va.

W. F. ECHOLS.

Editor Railway Conductor:

The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Order of Railway Conductors, and Order of Railroad Telegraphers held a union meeting at Roanoke, Va., July 15 and 16. The following report was given by the Roanoke daily papers:

"Yesterday the streets of this city presented a lively appearance. There were many strangers in the city, and they were mostly designated by the badges they wore as being representatives in some order of the federated organizations. All expressed themselves as being well pleased with the Magic City of the Southeast, and several points of interest around the city received the attention of the visitors.

At 10 o'clock a secret meeting of the various Orders represented in the Federated Railroad Organizations was held in the Odd Fellows' Hall, and lasted until 2 o'clock. The meeting was presided over by C. M. Kidd, chairman of the general committee of the B. of L. E., Roanoke, and during the course of the meeting addresses were made by Hon. L. S. Coffin, of Ft. Dodge, Ia., Val Fitzpatrick, of Peoria, Ill., Third Vice Grand Master of the Brotherhood of Railway Trainmen; Walker V. Powell, of Peoria, Ill., Grand Chief of the Order of Railway Telegraphers, and T. P. Sargent, of Peoria, Ill., Grand Master of the Brotherhood of Locomotive Firemen, who thrilled the entire audience by his fiery eloquence. He captured the hearts of all present, and was frequently interrupted by rounds of applause. Grand Chief P. M. Arthur, of the B. L. E., also delivered a most pointed address, which was full of interest to the members of the Federated Organizations. Grand Senior Conductor A. B. Garretson, of the O. R. C., next addressed the meeting, with a very pointed and appropriate address.

The Ladies' Auxiliaries of the B. of L. E. and the O. R. C. held a union meeting in the Odd Fellows' Hall in the afternoon, which was largely attended. Several very interesting talks were given on the features of the work performed solely by the ladies. One by Hon. L. S. Coffin and by Mrs. J. H. Moore. Grand President L. A. to O. R. C., and Mrs. M. E. Cassell, Grand Vice President of the G. I. A. to B. L. E.

Among those in attendance of special prominence are Grand Chief Engineer P. M. Arthur, of Cleveland, Ohio, of the Brotherhood of Locomotive Engineers; Frank P. Sargent, of Peoria, Ill., Grand Master of the Brotherhood of Locomotive Firemen; A. B. Garretson, Oskaloosa, Iowa, Grand Senior Conductor of the Order of Railway Conduc-

tors; Val Fitzpatrick, Columbus, Ohio, Third Vice President Brotherhood of Railroad Trainmen; Walker V. Powell, Grand Chief of the Order of Railway Telegraphers; Mrs. J. H. Moore, of Toledo, Ohio, Grand President Ladies' Auxiliary to O. R. C.; Hon. L. S. Coffin, of Ft. Dodge, Ia., Secretary of the Home for Disabled Railroad Employees; C. E. Weisz, Middletown, N. Y., Secretary of the National Railway Protective League; Mrs. M. E. Cassell, of Columbus, Ohio, Grand Vice President Ladies' Auxiliary to Brotherhood of Locomotive Engineers; Edgar Foy, of Columbus, Ohio, General Chairman of the B. of L. E.; C. Heck, Bluefield, W. Va., Secretary of General Committee of the O. R. C. in the N. & W. System; W. T. Wells, Chief Conductor Crewe Division, O. R. C.; H. J. P. Kello, of Crewe, local chairman O. R. C.; G. W. Hardin, of Kenova, Chief Conductor Kenova Division, O. R. C. P. H. Morrissey, Grand Master of the Brotherhood of Railroad Trainmen, and E. E. Clark, Grand Chief of the Order of Railway Conductors, were not in attendance, both having been unavoidably kept away. The Academy of Music was crowded to its utmost capacity, and the meeting was opened with an overture from Devon's Orchestra, followed by a divine blessing by Rev. Dr. Carson, of Green Memorial, followed by an address by L. S. Coffin, President of the Home for Railway Employees, at Chicago.

The officers of the organizations, the reception committee, Mayor McClellan, Major Joseph H. Sands, Vice President of the Norfolk & Western R. R.; R. H. Soule, Superintendent of Motive Power of the N. & W. R. R., occupied the stage. C. E. Weisz, of New York, was introduced, and acted in the capacity of master of ceremonies. In behalf of Mayor McClelland, of the city, and Governor O'Farrell, of the state, Chairman Weisz introduced W. A. Glasgow, who, in an eloquent speech, welcomed the visitors to the Magic City of the South.

Hon. L. S. Coffin feelingly responded to the address of welcome.

Mrs. M. E. Cassell, of Columbus, Ohio, Grand Vice President of the Ladies' Auxiliary to Brotherhood of Locomotive Engineers, in a clear voice, rendered a couple of nice selections, with her daughter as accompanist on the piano.

F. P. Sargent, Grand Master of the Brotherhood of Firemen, followed with one of his most able addresses.

Valentine Fitzpatrick, Third Vice Grand Master of Brotherhood of Railroad Trainmen, in a short address, explained the aims and objects of the Brotherhood which he represented.

Mrs. W. J. Wright rendered a beautiful selection and received continued applause. This was followed by a very able address by Mrs. C. F. Conley, of Manchester, Grand Organizer and Inspector of the Ladies' Auxiliary to the Brotherhood of Locomotive Engineers for this state. Her address was listened to with marked attention, this being the first southern lady to address a body of railroad men, or appear before a body of this character, in the history of the south. She explained very forcibly the objects of the Auxiliary which she represented, giving some startling facts as to work accomplished by the Order.

E. H. Freeman here rendered a violin solo which was followed by an able address by A. B. Garretson, Grand Senior Conductor of the O. R. C., which concluded the afternoon program.

The evening exercises began at 8:00 o'clock and were opened by prayer by Rev. Dr. Carson.

Walker V. Powell, the youngest Grand Chief, and who represented the Order of Railroad Telegraphers, addressed the meeting to some length—giving the history of the organization from the time of its inception, in 1886, down to the present time.

Mrs. J. H. Moore, of Toledo, Ohio, Grand President of the Ladies' Auxiliary to the O. R. C., next addressed the meeting, and in a forcible manner held the attention of the audience, as she explained, as only woman can, of the grand work done by the organization of which she is President.

P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers, made quite a lengthy address, which was well received.

At Hotel Roanoke that night nearly 1,000 people assembled to enjoy the occasion of meeting socially with the railroad people. The scene was one long to be remembered. The great ball rooms were completely filled to overflowing during the early part of the night. Everybody seemed bent on enjoying the occasion to the fullest extent. The first thing on the program was an overture by Devon's orchestra, followed by a song by Mrs. Ransome, after which Mr. Sargeant delivered a most interesting address. The music again started up, and soon those who enjoy dancing were tripping the light fantastic, which was kept up until the early hours of morning. The grand march was led by Capt. Garretson, of the O. R. C. A bountiful spread was served, and it is estimated that more than five hundred people participated. In fact, the spacious dining halls were filled from 9:00 o'clock until 12:00. Everybody expressed themselves as being satisfied with their entertainment, and the railroad people acquitted themselves nobly.

Several hundred railroad men, with their wives, daughters and sweethearts, went on the excursion to the Grottoes. The train left the union depot at 8:30 o'clock and arrived at the Grottoes at 12:30. Immediately after the arrival of the train, the excursionists went to Weyer's Cave, about three-fourths of a mile from the depot. A large number of ladies were on hand and the party spent about two hours exploring the caverns and the subterranean passages of the cave, after which dancing was indulged in at the pavilion, near the base of the mountain. The writer will always remember with pleasure the trip to the observatory, and also to Mill mountain. The railroad people may justly feel proud of the fact that it was the largest, the most orderly and the best behaved aggregation that ever went out from the city of Roanoke, and the day spent by them was one of pleasure and enjoyment never to be forgotten. The train consisted of ten coaches, in charge of Brother B. Nofstinger, two of which were reserved expressly for the Ladies Auxiliaries and the officers of the different railroad organizations. Returning, the train left

the Grottoes at 6:00 p. m., and arrived in the city four hours later. More than eight hundred people were in the party and everybody enjoyed themselves immensely.

Suitable resolutions expressing the gratification of the affiliated organizations at the success of their meeting, and their thanks to all those who had assisted them to secure that success, were unanimously adopted.

M. J. J.

Roanoke, Va.

Editor Railway Conductor:

It is with pleasure I answer roll call for Division 170, and state that it is in a very healthy condition. We meet but once a month during the summer, as travel is then heavy to the seaside resorts, and all are busy giving the best possible service to the public and the company. The season is nearing a successful close, barring one disastrous accident near Atlantic City, where our good Brother John S. Kelley was severely injured, through the failure of the P. & R. express to regard the danger signal. The first instruction of our Order to applicants for membership is to keep strict lookout for danger signals and obey them. Probably if the P. & R. had allowed its employees to belong to such an organization this terrible accident would not have occurred. I am unable to state why it is that the officials of that road are opposed to their employees joining an organization where they are taught to be sober and industrious, and to look out for the interests of their employers, and I am sure that if they would take a different course, there would be a better feeling between them and their men.

The annual excursion of this Division to Atlantic City, under the management of Brother L. E. Sheppard, was a complete success. A number of the Brothers from Baltimore were expected to attend, but Brother Kimmitt represented both Divisions. I am positive he received a cordial reception, and will come often. The members of Division 153 have been anxiously awaiting for us to pay them a fraternal visit, and, as the busy season is about over, we should take advantage of the invitation. I know them to be "all wool and a yard wide," and they will make our visit to the "Switzerland of America" so pleasant that we shall be anxious to go again to the place where the gardens are perpendicular and the goats throw stones through the roofs of the houses and the scenery is the most beautiful of any within the borders of the state.

Now is the time when the Brothers of 170 get their vacations, and I earnestly request all Brothers who find a man on their trains with a carpet bag in one hand and an umbrella in the other, and with sand running out of the tops of his shoes, to treat him well, as he may be from Jersey, a member of this Division and all right.

• DENNIS.

Camden, N. J.





Life Insurance—Death of Member While Violating Law—Exposure to Perils—Breach of Conditions.

1. Where a certificate stipulated that the insurance should not cover death while insured was engaged in an unlawful act, and the statutes of the state prohibited seining under certain circumstances, in streams above tide water, *Held*, that an answer in an action on said policy alleging that insured, at the time of his death, was engaged in seining in a certain river in Texas, but omitting to state that said river was above tide water, was bad as against a demurrer.

2. An insurance association will not be absolved from liability under a clause providing that the policy should not cover death while insured was engaged in any unlawful act, unless the natural and reasonable consequence of violating the law was to increase the risk.

3. Where a clause in a certificate provided that the insurance should not cover death resulting in consequence of voluntary exposure to unnecessary danger or perilous venture: *Held*, in an action by the beneficiary on such certificate, that an answer was sufficient which alleged that, at the time of his death, insured was seining in a river which was very swift, and full of sudden stepoffs or holes; that, while so engaged, he suddenly came to one of such stepoffs or holes, and, stepping into said hole, where the water was deep, and being unable to swim, was drowned.

Conboy vs. Railway Officials & Employees' Ins. Assn., Ind. App. C., May 8, 1896.

NOTE: The trial court ruled that no recovery could be had because of his having come to his death while violating a law. This court reverses that judgment on the technical ground that it was not shown that the river at the place where death occurred was above tide water. In the case of *Bloom vs. Ins. Co.*, the Indiana Supreme Court recently ruled that an insurer could not escape liability upon a certificate issued to one who, while committing an assault and battery upon his wife, was killed by his brother-in-law, who sought to protect his sister from harm.

Fraternal Insurance—Forfeiture—Waiver—Evidence.

1. Admitting that an agent of a fraternal in-

surance association may change by parol agreement the time fixed by the by-laws for monthly payments, and waive a forfeiture which would otherwise result in the failure to make such payments at the time so fixed, a forfeiture was not waived in this case, by the mere promise of the branch president of such association that he would send notice when payments became due, where it did not appear that the president, in making such promise, assumed to act on behalf of the association, nor that the parties in interest were misled thereby.

Eichel vs. Supreme Lodge, etc., Ind. App. C., May 8, 1896.

Mutual Benefit Insurance—Non-Payment of Dues—Forfeiture—Waiver.

Where the bylaws of a mutual benefit association provided that "each member shall pay the amount due on the notice of the collector, within 30 days from the date of such notice," and on failure to pay, shall stand suspended. A member failed to pay such assessment within thirty days from its date; but, after the expiration of that time, notices of other assessments were sent to said member, requesting him to pay the therein mentioned assessments due from him, to maintain his standing in the order, and reciting that, "to avoid suspension, this notice must be paid on or before" a certain date, and that, "the sending of this notice shall not be held to waive forfeiture or lapse of membership by the non-payment of previous assessments." Within thirty days after the date of the last notice, said member died, and tender of the amount due on such assessments was made within that time. *Held*, in an action on the certificate of membership, that the sending of said notices extended the time of payment of the overdue assessments, and the death of the member did not defeat the right of recovery if payment was made within the time. Judgment for plaintiff affirmed.

McGowen, et al., vs. Northwestern Legion of Honor, Iowa S. C., May 12, 1896.

*Train Service.**Palace Car Company—Baggage—Negligence.*

1. A railroad company is not liable for the loss of baggage carried by passengers on palace cars run over its road when it is kept by the passenger in her own possession. But when a palace car company, by its porter, takes possession of a passenger's baggage to convey it to a waiting room at a station, the company becomes liable as a common carrier for its safe carriage and delivery.

Voss vs. C. C. C. & St. L. Ry. Co. Ind. App. C., March 9, 1896.

NOTE: The evidence in this case showed that the plaintiff gave her effects over to the porter to carry to the waiting room and when examined a seal skin sack worth \$300. was missing. The court gave judgment against her, but on appeal the judgment is reversed in her favor.

9. Expulsion From Train—Excessive Damages.

1. It is not necessary, in an action for damages for being forcibly and unlawfully ejected from defendant's train, to aver in the complaint that plaintiff was without fault.

2. Two thousand dollars is not excessive damages for forcibly ejecting from a train a passenger from whom the conductor had a few moments before collected his fare, but by reason of his failure to produce his cash check was regarded as a trespasser.

3. A railroad company, not being liable to a criminal prosecution, is liable to a judgment for exemplary damages for injuries maliciously inflicted.

L. N. A. & C. Ry. Co. vs. Gohen. Ind. App. C., March 9, 1896.

10. Carrier of Passengers—Joint Trespassers.

1. Where a person bribed a brakeman to let him ride in a freight car, the brakeman's implied authority to eject him, ceased, and he became a joint trespasser.

2. Whether a person, a trespasser on a train, was compelled by force to jump therefrom, or whether his act was voluntary and negligent, is a question for the jury.

3. Where it was shown that the conductor discovered plaintiff and locked him in the car and continued to be locked in such car until the brakeman unlocked the door and ejected him, held that he was not a passenger, but a joint trespasser with the brakeman, and for the injury inflicted the company was liable.

Brevig vs. Chicago, St. P., M. & O. Ry. Co., Minn. S. C., February 7, 1896.

11. Carrier—Injuries to Shipper—Negligence

1. A shipper, who for the purpose of enabling him to care for his stock in transit, receives a drover's pass, is not, while accompanying his stock, entitled to all the rights and privileges of an ordinary passenger for hire, and an instruction to the contrary was erroneous.

2. A shipper, who undertakes, upon a pass given him for the purpose of accompanying and caring for his stock in transit, does so under the implied conditions that he will submit to whatever inconveniences are necessarily incident to his undertaking.

3. In an action for damages from injuries inflicted by reason of the alleged negligence of the train servants, the question of the existence of such negligence as would give rise to a cause of action, or of such contributory negligence upon his part as would defeat it, is one of fact to be determined by the jury. Judgment for plaintiff reversed.

Omaha & R. V. Co. vs. Crow. Neb. S. C., February 4, 1896.

12. Carriers—Regulations—Ticket—Enforcement.

1. The regulation of a railroad company that a monthly commutation ticket shall be surrendered by the passenger to the conductor on the last trip taken during the period for which it is issued, is a reasonable regulation of the company in the conduct of its business as a common carrier of passengers; and if this regulation be indorsed on the ticket, and the passenger holding said ticket fails or refuses to surrender it on his last trip, or pay his fare to the conductor, according to the legally established rates of the company, he can be ejected from the car.

2. The regulation becomes a part of the contract of the passenger with his carrier, and he forfeits his right to be carried further by his refusal to comply with its terms.

3. If, by any carelessness, inadvertence or casualty, the ticket of the passenger has been lost by him, so that he cannot produce it, the legal fare may be exacted from him; and the conductor is not bound to investigate the excuse of the passenger for its non production, and determine whether it is made in good faith or not. He has the right to have the ticket produced and surrendered, or the fare paid; and if neither event occurs, he can expel the passenger.

Rogers vs Atlantic City, etc., Ry. Co. N. J. S. C., March 16, 1896.

MENTIONS

The following proclamation, issued by the governor of Alabama, and the copies of unique orders issued by the general superintendent of one of the railways of that day and state, are kindly furnished by Brother C. H. Beale, of Division 98, and will be found amusing, as compared with the modern system of moving trains.

PROCLAMATION.

By the Governor of Alabama.

EXECUTIVE DEPARTMENT.

Montgomery, Ala., November 27, 1861.

Whereas, the public interests requires that the Presidents and other officers of railroad companies, and employes of such companies in this state, operatives of telegraph and express companies, manufacturers of arms, or other munitions of war, and superintendents of salt petre mining companies, and other employes, be exempt from military duty:

I, A. B. Moore, Governor of the State of Alabama, do issue this, my Proclamation, and make known to the above described persons, that they are exempt from military duty, until this proclamation is revoked.

In testimony whereof, I have hereunto set my hand, and caused the great seal of the state to be affixed, at the city of Montgomery, this 27th day of November, A. D., 1861, and the Independence of the Confederate States of America the first year.

[L. S.] A. B. MOORE.

By the Governor,

P. H. BRITTON, Secretary of State.

ORDERS.

MONTGOMERY & WEST POINT R. R.

Montgomery, June 29, 1862.

A large portion of Gen. Beauregard's army is to pass from Montgomery to West Point immediately. To prepare for it the following orders are issued:

1st. Conductors Floyd, Denson, Holtzclaw and Jones will come into Montgomery with their trains on Monday, on regular freight schedule. Conductor Few will go to Columbus on Monday and return to Montgomery on Tuesday on regular freight schedule. Conductor Kennedy (now at Chehaw) will come to Montgomery on Monday during the day.

The conductors named above will bring with them every car, loaded or empty, that is safe to run, either box or platform, from West Point, Columbus and along the line of the road, except those that may be loaded to go up, and also wood enough to carry them back to a supply without taking any at 6 mile station.

2d. No freight train will leave Montgomery on Monday, and no night express on Monday night; the night express will leave West Point on Monday, and come to Montgomery, as usual.

After Few leaves Columbus on Tuesday, no freight engine will go on the Opelika Branch until further orders.

3d. The Road Master will see to a supply of wood and withdraw all the force he can from work that can be postponed, and will put them on the track to look out for the safety of trains.

4th. As the above relates particularly to getting the trains into Montgomery ready for work, further orders may be expected by the up day passenger train Monday. As to the moving of troops, the general plan will be that all the soldier trains will leave Montgomery at irregular time, but will return to Montgomery on regular freight train schedule.

DAN'L CRAM,

General Superintendent.

ORDERS.

OFFICE MONTGOMERY & WEST POINT R. R. CO.

Montgomery, Sunday, June 29th, 1862.

As a result of the orders given yesterday, it is expected that by Tuesday night, July 1st, all the engines except those running the day passenger train will be in Montgomery.

1st. The day passenger train will continue to run as usual both north and south.

2d. On and after Monday, June 30th, and until further orders, all persons will take notice that the schedule for freight trains going north and the schedule for night express trains both north and south are abandoned and cease to exist, consequently every train that leaves Montgomery, (except the up day passenger train) will be irregular.

3d. The schedule for freight trains coming south from West Point will continue in force.

When the troops arrive they will be sent off at any hour, though every effort will be made to get them off daily between sunrise and noon. All the trains carrying up soldiers will return to Montgomery on regular down freight schedule, and they are expressly forbidden to return at any other time without special orders.

From the above it will be seen that all the soldier trains leaving Montgomery will be irregular going up, and regular coming down, and the conductors of trains going up will always remember that they must not run in the time of these down trains, or the regular passenger, for they are no more entitled to the road than Hewell's ditching train, and if the regular trains fail to come to a station on their time, where the irregular train may be wait-

ing for them, the irregular train must wait for them if they wait all day.

The soldier trains going up will not run faster than eight miles per hour, except that it be absolutely necessary to meet another train, and coming down they will observe their schedule time, exactly. If any accident results from running too fast, or ahead of schedule or other cause, parties are informed that they will be subject to arrest and trial by court martial. All trains will see that they bring wood enough to carry them back to a supply, without taking it at 6 mile station, which is reserved for switching and other purposes.

DAN CRAM, Gen. Sup't.

ORDERS.

MONTGOMERY & WEST POINT R. R. Montgomery, July 21st, 1882.

A great number of troops will pass immediately from Montgomery to West Point. To prepare for it the following orders are issued:

No freight trains will leave Montgomery on Tuesday, July 22d.

No night passenger trains will run on Tuesday night, July 22d, nor thereafter, until further orders.

The freight trains that should come to Montgomery on Tuesday, July 22d, will do so on regular schedule time, and the trains that should go from West Point to Columbus on Tuesday, July 22d, will go there as usual, and return to Montgomery on Wednesday, July 23d, on regular schedule, as usual.

Conductor Kennedy will come into Montgomery on to-morrow (Tuesday), or if this cannot be done, he will come into Montgomery on Wednesday on regular freight schedule, remembering that he must not come into Montgomery after to-morrow (Tuesday), except on regular down freight train schedule.

The trains named above will bring with them every car, loaded or empty, that is safe to run, either box or platform, from West Point, Columbus, and along the line of the road, except those that may be loaded to go up, and also wood enough to carry them back to a supply, without taking any at Six Mile Station.

The Roadmaster will see to a supply of wood, and withdraw all the force he can from work that can be postponed, and will put them on the track to look out for the safety of the trains.

Orders will be issued by the up day passenger train on Wednesday for the movement of troops. They will move by the same plan pursued a short since—trains going north at irregular hours, and returning down on regular down freight schedule.

DAN'L H. CRAM, Sup't.

William E. Burns, Director in the A. R. U., declares that the A. R. U. has decided to leave the people's party, "for there is no people's party any longer." Problem: O-O—?

"A Member" of Division 69, "Wife of a Conductor," La Grande, Ore., and "M. E. W." of Division 49, all of the L. A., neglected to give us their signatures, hence their letters do not appear.

If any reader can give Mrs. E. J. Hutchison, corner Lipscomb and Jarvis streets, Fort Worth, Texas, any information as to the whereabouts of her son, J. W. Hutchison, they will confer a great favor.

Any Brother knowing the present address of W. H. Aiken, ex-Secretary of Division 295, will confer a great favor by sending it to Brother J. F. Stamets, the present Secretary of that Division.

Brother P. B. Dixon, of Division 124, wishes to learn the present address of Mr. D. Black, at one time train dispatcher for the S. P. R. R., at Ogden, Utah. Anyone possessing the desired information will confer a favor by sending it to Brother Dixon, at Ogden.

An anonymous letter from Eagle Grove, Iowa, to the Ladies' Department, informs us that Division 164, O. R. C., presented Division 49, L. A., with receipt for hall rent for one year. We are glad to note the pleasant relations and the generous disposition on the part of the boys. We regret that our correspondent neglected to give us her name.

Austin Division, No. 215, was organized by Grand Senior Conductor Garretson, at Austin, Minn., on August 30, the charter petition bearing the names of twenty who were not members of the Order. There is no doubt that the Order should have a Division at this point, and there seems to be no doubt that the new Division will very nicely fill the bill.

Black Eagle Division, No. 356, was organized at Great Falls, Montana, on August 19, by Grand Senior Conductor Garretson. The new Division starts under favorable auspices, and will, without doubt, cover its field commendably. Their officers' addresses may be found in the directory in this issue.

The officers of the Illinois Central Railway are as quick to note and as anxious to reward merit as those of any railway on earth, and in harmony with that disposition they have promoted Brother Wm. Murray, of Division 108, to the position of Division Passenger Agent, with headquarters at New Orleans. Shake, Brother, and may further merited advancement come in due time.

"Field Flowers" is the title of a handsome book containing some of the choicest flowers gathered from the garden of beautiful thoughts

expressed in verse by the late Eugene Field. The work is profusely illustrated by master artists. The work is prepared by the Eugene Field Monument Fund, and the proceeds are to be devoted to providing for Mr. Field's family, and to the erection of a monument to his memory. Eugene Field, through his pen, came very close to the hearts of the people, and they will gladly assist in this laudable undertaking.

* *

The article from the pen of W. F. Hynes, of the B. of L. F., found in another column, will furnish valuable suggestions and information to the careful reader. The bill introduced in congress intended to correct abuses in the exercise of the power to punish for contempt of court has passed the senate, and with the assistance of the membership generally, can be carried through the house and made a law. It is necessary to check existing abuses in order to prevent their growing worse.

* *

On or about August 14, last, Brother H. E. Griffin, of Division 179, had the misfortune to lose his Division card, No. 2393, all of his receipts and something like \$40 in money. He was unable to tell whether they were lost or stolen. The Brothers will do well to be on the lookout for both the card and the receipts, and to return them to this office at once, in case they should be presented.

* *

A good many members of the Mutual Benefit Department are sending in their certificates for exchange. As they can be more readily and promptly attended to now than later, when the assessment notices for next year, the annual reports and the usual rush of work at the end of the year, demand attention, it is suggested that the Brothers do not put off sending in their certificates.

* *

A number of communications to the Ladies' Department have been held over because they reached this office too late to appear in this issue. Under the limitations of our printing office we are obliged to run but one form of the magazine at a time, hence it is that unless the contributions to the Ladies' Department reach us by the first of each month, we can not warrant their appearance in the current number.

* *

A man about thirty or thirty-five years of age, very stoutly built, weighing two hundred pounds or more, about five feet, eight inches tall, wearing dark moustache of rather light growth, and

somewhat shabbily dressed, has recently been in the neighborhood of Jersey City, undertaking to impose on members of the Order by representing himself to be a member of Division 40, at St. Paul. He changes his name occasionally. He is not a member of 40, is a fraud pure and simple, and members should guard against him, regardless of what knowledge he may have, or appear to have, of the affairs or work of the Order.

* *

The mayor of the city of Louisville has appointed an advisory board, and as the representative of railway associations thereon, has named our old reliable, Bro. C. S. Dodson. This action on the part of the mayor shows his appreciation of the importance of the railway associations, as his advisory board is composed of but eight members. In making his choice of the man he has made no mistake. Brother Dodson has always been a consistent and earnest worker for his fellow man, and, although not in active service, is in very close touch, and fully competent to intelligently express the ideas and voice the sentiments of railway employes, while at the same time clearly and readily discerning their best interests.

* *

The printing committee of Division III, at Los Angeles, Calif., consisting of Brothers F. W. Bunnell, R. T. Hedrick and J. E. Hartel, have issued a very handsome pamphlet, containing descriptions of hotels and places of amusement and valuable information about points of interest, in and about Los Angeles. We understand that this pamphlet is for distribution among members of the Order who contemplate attending the Twenty-sixth session of the Grand Division, which will be held in Los Angeles in May next. Any Brothers desiring information at the hands of the local members may rest assured that their requests will receive prompt attention if addressed to the Secretary of III.

Of the introductory pamphlet, *The Los Angeles Times* says:

The Order of Railway Conductors has issued a most artistic brochure anticipatory of the twenty-sixth session of the Grand Division of that organization, which is to meet in this city May 11, 1897. The little volume contains much valuable information regarding the City of the Angels, many handsome half-tone pictures illustrative of public buildings and adjacent resorts. It is altogether a fitting prelude to a notable gathering of a notable order of the best class of American Railway employes.

* *

The annual excursion of Division 52 was held on August 6, last, and was one of the most brilliantly successful in all the history of that enter-

prising organization, fully 2,500 people participating. The point visited was Shohola Glen, and never did a happier party gather at this picturesque spot. It took five trains of from eight to ten cars each to carry the excursionists, and all the contiguous country was represented by large delegations. In describing the outing the *Patterson Daily Call* of the next day, said:

The excursionists arrived at the Glen at the noon hour, and found awaiting them an old-fashioned Long Island clam bake, with all its trimmings. Despite the large number of people present, there was ample accommodations for everybody. It took an hour to feed the 2,500 people, and the balance of the afternoon was spent in roaming over the romantic paths and by-paths, of which the Glen abounds, in addition to exploring the many attractions in the grove. Emmett's brass and quadrille band, from Port Jervis, accompanied one section of the excursion and rendered concert and dance music at the grove. The excursionists remained at the Glen and grove until 6 o'clock, when they started for home. The trains started off on schedule time, a circumstance which was all the more commendable when the large number in attendance is taken into consideration. Neversink Division, of the Order of Railway Conductors, is one of the largest in membership, as well as the wealthiest, in this section of the United States. Its members are confined to conductors on the Erie railroad. Once a year they run an excursion for the purpose of increasing their widows' and orphans' fund, and on such occasions the Erie company makes great concessions in their behalf. The committee of conductors who had yesterday's affair in charge deserve great credit for the excellent manner they managed the monster excursion. It was composed of the following: New York division of the Erie, E. Langley, N. Decker, C. Whitaker and Jacob Engle; Northern division, R. Harling; Greenwood Lake division, J. Hoffman; Delaware division, T. E. Gray, I. V. Cole and James Hoar.

* *

It is always encouraging to note a feeling of mutual confidence and friendship as between the employees of a railroad company and their superior officers. A notable instance of this is brought to our notice by the presentation to General Passenger Agent Thomas J. Anderson, of the Seaboard Air Line, by the members of O. R. C. Division 264, at Raleigh, N. C., of a very handsome case of silver spoons. The letter accompanying it stated that the members were desirous of showing their friendship and respect, and requested that the slight testimonial would be accepted as a souvenir of their love and admiration for Mr. Anderson. It was presented by a committee consisting of H. M. Faucett, T. H. Chavasse, G. M. Lasater, W. W. Newman and J. R. Renn, of which Brother Chavasse was spokesman. No one can doubt that Mr. Anderson appreciated very highly the spirit which prompted this gift.

A union meeting under the auspices of the O. R. C., B. L. E., B. L. F., B. R. T., and O. R. T., was arranged by the local Lodges and Divisions at Indianapolis to be held in that city on Sunday, August 30. A meeting of the membership of the Brotherhoods was held in the forenoon, which was addressed by Grand Masters Morrissey and Sargent, Grand Chiefs Arthur and Clark and Grand Secretary Austin, of the O. R. T., together with Vice Grand Master Hannahan, of the Firemen, Brother W. F. Hynes, of the same organization, who represented the brotherhoods in Washington during the last session of congress and did good service in behalf of the bills approved by the organizations, and L. S. Coffin, President of "The Home." In the afternoon a public meeting was held, at which addresses of welcome were delivered by Governor Matthews and Mayor Taggart, and at which addresses were again made by the grand officers present. The meeting was well attended and the interest was held to the end, although the program was, as is frequently the case, almost too long. Mayor Taggart, in his address, stated that the railroad men had always been his friends in a business way, and that they had also been his friends politically. *The Indianapolis Journal*, in its account of the meeting, states that Governor Matthews took occasion to say that he had always found the railroad men were his friends in politics and he thanked them for it, that afterwards Grand Chief Conductor Clark took exceptions to this and delivered a somewhat sharp rebuke to the Governor: "For it was evidently the intention of Mr. Clark to show that no man could properly lay claim to the support of the railroad men, for their votes were to be cast as the exigencies of each particular case might demand." What Grand Chief Conductor Clark said was, in substance, that these brotherhoods refrained very carefully from interfering with the religious and political inclinations or beliefs of their members that their intelligence could be depended upon to insure their voting as their best interests might determine, but in the support of candidates for office as between the man who was known to be their friend and the friend of organized labor, and the man whose enmity was known or whose friendship was doubted, they might be depended upon to vote for their friends. It was not intended in any sense as a rebuke to Governor Matthews or to anything which he had said.

A very enjoyable and pleasant entertainment was given to the members and officers of the brotherhoods participating in the meeting, by the Ladies' Auxiliaries of the B. L. E., O. R. C. and

B. R. T., in the evening. Brief remarks were called for and indulged in by the officers of the brotherhoods and of the auxiliaries, refreshments were served and the evening was by no means the least pleasant feature of the union meeting.

IOWA'S SEMI-CENTENNIAL.

The fiftieth anniversary of the statehood of Iowa will be celebrated at Burlington, October 1-8, 1896. This event will be under the direction of a state commission appointed by Governor Drake. The following gentlemen constitute this commission:

P. M. Crapo, Burlington.

Colonel John Scott, Nevada, Iowa.

Geo. C. Henry, Burlington.

At the last session of the legislature the sum of \$10,000 was appropriated of the state's funds to be used for the celebration, providing Burlington raised a like amount. Burlington raised more than the amount required, and is working hard to provide a suitable program for the entertainment of the citizens of Iowa and the guests of the state. Invitations have been sent to President Cleveland, members of his cabinet, governors of all the states, and other prominent men. Many of them have signified their intention of being present. There will be river carnivals, fire works, oratory, reproduction of pioneer scenes on Old Settlers' Day, educational exhibit, the Iowa State Band, and a chorus of 500 trained voices, and numerous other features.

The following resolution adopted by union meeting at Minneapolis is self-explanatory:

MINNEAPOLIS, Minn., Aug. 12, 1896.

To Chairmen and Brothers:

Union meeting Sunday, July 12, 1896.

We, the committee representing the different organizations here assembled Sunday, June 12, 1896, do appreciate the sense of this meeting in regard to plan of federation, as revised by Board of Federation, organized at Cedar Rapids; therefore, be it

Resolved, That we urge that this plan be adopted by the different systems in this district, and be put into active operation at the earliest possible time. Be it further

Resolved, That the secretary of this meeting furnish each Lodge in this district a written copy of these resolutions, who will present them to their respective Lodges and urge the adoption of same.

F. CLARKE, B. R. T.

WM. BUCKLEY, B. L. E.

W. E. RICHMOND, B. L. F.

C. B. GILBERT, O. R. C.

On Sunday, August 23, a union meeting of the old brotherhoods was held at Terre Haute, Ind. In spite of the fact that the forenoon was rainy

and dismal, a large crowd gathered at the Harrison Park Casino for the afternoon exercises, where the following program was carried out:

PROGRAM.

Prayer.....Rev. Dr. Holmes
Song—"America".....Creole Quartet
Welcome Address.....Mayor Ross
Duet—Piano and Violin....Bernie Owen and Rubin
Hortman.

Address.....J. R. T. Austin, Grand Secretary and
Treasurer O. R. T.

Song—"Sweet and Low".....Creole Quartet
Address.....Grand Master Morrissey, B. R. T.
Duet—"High School Cadets".....Sousa
Bernie Owen and Rubin Hortman.

Address.....Rev. Father Ryves
Song—"Steal Away".....Creole Quartet
Address.....Grand Chief Clark, O. R. C.
Piano Solo.....Bernie Owen
Address.....Grand Master Sargent, B. L. F.
Song—"At Heaven's Door".....Miss Rosalie Fehren-
bach.

Address.....Grand Chief Arthur, B. L. E.
Medley.....Creole Quartet

After the meeting the Officers and other visitors were entertained by the members of the different Ladies' Auxiliaries with a very pleasant trolley party.

As a description of this meeting is given by Brother Strang, in the Fraternal Department, we will refrain from any lengthy description of it here. Suffice it to say, that the meeting was all that the most sanguine expected, moved off pleasantly and harmoniously, and the interest manifested by the local membership augurs good for the organizations. Describing the meeting, *The Terre Haute Express* said:

"The assemblage of the important railroad orders at Harrison Park yesterday was an interesting occasion. The speeches delivered by the chief officers of the conductors, engineers, firemen and telegraphers, were of an interest and merit that should have drawn a multitude great enough to fill the large Casino, had it been in the center of the city.

The men chosen by the orders to preside over them, in their addresses yesterday, advocated a high standard of living and performance of duty. As these chiefs have been elected and re-elected, they were truly the representatives of the rank and file of their orders, and their declaration of principles taught the strangers in the audience, if they did not know it before, that these organizations of labor are moral and conservative forces, as well as progressive bodies. The first demand by the engineers thirty years ago, might have sounded radical to the unaccustomed official's ears, but sensible business men have since learned that a good day's pay for a good day's work is not at all radical, and in their meetings the employees agree that a good day's work for a good day's pay is their reasonable service. They also believe in the honest dollar and the right to earn it, which is not here used as a party cry, but as a labor right."

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 314; Issued Sept. 1, 1896; Time for payment expires October 31, 1896.

Assessment No. 314 is for death of C. Owens, August 20, 1896; and all members whose certificates are dated earlier than August 20, 1896, are liable for same.

BENEFITS PAID FROM JULY 21 TO AUGUST 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	S.ries	FOR	AM'T.
1056	Jas. Conroy	Accident	153	786	C	Death	\$3,000
1057	W. J. Daugherty	Accident	247	5487	A	Death	1,000
1058	Lee Burgess	Loss of right foot	325	396	D	Dis.	4,000
1059	L. L. Morse	Acute delirious mania and exhaustion.	—	627	A	Death	1,000
1060	C. T. Boyce	Asthma	242	112	C	Death	3,000
1061	J. C. Taylor	Accident	89	5129	C	Death	3,000
1062	C. E. Campbell	Brain congestion	89	1972	C	Death	3,000
1063	W. E. Neal	Drowned	78	1550	C	Death	3,000
1064	F. A. Ressor	Tuberculosis	285	787	B	Death	2,000
1065	L. D. Elliott	Loss right forearm	119	208	C	Dis.	3,000
1066	F. P. Van Cleaf	Accident	—	3690	C	Death	3,000
1067	J. D. Posey	Loss left hand	254	4117	A	Dis.	1,000
1068	John Conley	R. R. accident	281	1262	A	Death	1,000
1070	L. D. Tomlinson	Bright's disease	31	1613	C	Death	3,000
1071	S. Henry	Accident	172	1116	B	Death	2,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,710; Series B, 3,413; Series C, 4,703; Series D, 421; Series E, 73 Amount of assessment No. 314, \$28,694; Total number of members, 14,337.

FINANCIAL STATEMENT.

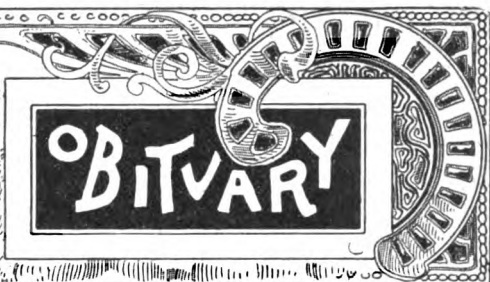
Received on Mortuary Assessments to July 31, 1896.....	\$2,414.529 40
Received on Expense Assessments to July 31, 1896.....	50,728 30
Received on Applications, etc., to July 31, 1896.....	35,250 20
	\$2,500,507 90
Total amount of benefits paid to July 31, 1896.....	\$2,372,867 00
Expenses paid and assessments returned to July 31, 1896.....	80,871 06
Insurance cash on hand July 31, 1896.....	46,769 84
	\$2,500,507 90

EXPENSES PAID DURING JULY.

Assessments returned, \$27.00; Fees returned, \$14.00; Disability assessments, \$36.00; Incidental expense, \$40 52; Rent, \$420.00; Stationery and printing, \$20 80; Postage, \$146.00; Legal, \$135 00; Salary, \$355.42; Expense Ins. Com., \$24.30; Total, \$1219.04.

Received on Assessment No. 310 to August 20.....	\$27,474 00
Received on Assessment No. 311 to August 20.....	27,399 00
Received on Assessment No. 312 to August 20.....	13,633 00
Received on Assessment No. 313 to August 20.....	5,124 60
Received on Assessment No. 314 to August 20.....	1,636 50

M. CLANCY, Secretary.



Gould.

Brother E. R. Gould, of Division 157, died August 20, near the Adirondack Mountains, where he had gone in search of health. Brother Gould had been a member of Division 157 but a few months. He had been in charge of what is called the "Milk Train," from Hillsboro Bridge to Boston, for a number of years, and was considered one of the best men on the Southern Division of the Boston & Maine Railroad.

Shafer.

Brother H. C. Shafer, of Division 235, died August 15, last, from an attack of heart disease. He was buried under the auspices of the O. R. C. and the Masons, thirty members of our Order being present. At a subsequent meeting of the Division, resolutions were adopted expressing the regret of the members at the loss of so worthy a Brother and extending their condolences to the family of the deceased.

Henry.

Brother Simon C. Henry, of Division 172, was struck by a train and instantly killed, while at Jennette, Pa., August 1, last. Deceased was one of the most highly regarded members of his Division, and his death brought a personal sorrow to every member. Resolutions have been adopted, conveying sympathy to the widow and orphans, and pointing them for solace to Him who has promised to be a husband to the widow and a father to the fatherless.

Howard.

Brother Ed. Howard, of Division 303, was called to his final reward from Oak Dale, Tenn., March 31, last. At a recent meeting of the Division the members took occasion to express the sorrow they felt in this loss which may not be replaced, and joined in extending to the sorrowful family their keenest sympathy. May his soul rest in peace, and may God in His infinite mercy give solace to those upon whom the burden of this great grief rests most heavily.

Van Cleaf.

Brother E. P. Van Cleaf, of Division 54, was killed near Chittenango, N. Y., July 8. The funeral services were conducted by Division 54, a large number of their members being present; services conducted by Chief Conductor Ellsworth. Brother Van Cleaf's wife is a sister of Brother C. E. Mider, of Division 100, and Brother Mider and Mrs. Van Cleaf have addressed to the Chief Conductor of 54 a letter expressive of their earnest thanks to the Division and its members for the tender and delicate attentions and kindness extended in their dark hour of trouble.

Greeley.

Brother R. W. Greeley, of Division 66, was killed by being run over by an en-

gine, at Charlestown, Mass., August 20. Brother Greeley was a man of sterling worth and ability; he was held in high esteem by all who knew him, as was shown by the large number of Brothers and employes, generally, who attended his funeral at his own home, Brackett street, Portland. Brother Greeley leaves a loving wife and daughter, who have the sympathy of the Brothers of Division 66, also of Division 122, of which he was formerly a member.

McNeal.

The death of Brother M. L. McNeal, of Division 9, took place at Planesville, Pa., on Monday, July 13, after quite a long illness. The burial was held at Tunkhannock, Pa., the following Tuesday. Mrs. McNeal died but a few weeks before. Brother McNeal had been an honored and hard-working member of Division No. 9 for eleven years, and will be greatly missed from the ranks.

Wade.

On the night of September 1, 1896, the home of Brother G. W. Wade, of New River Division, No. 140, was desolated by the death of their only son, Roy, aged 5 months and 10 days. The sincere sympathy of the Division is extended to the stricken family.

Ranson.

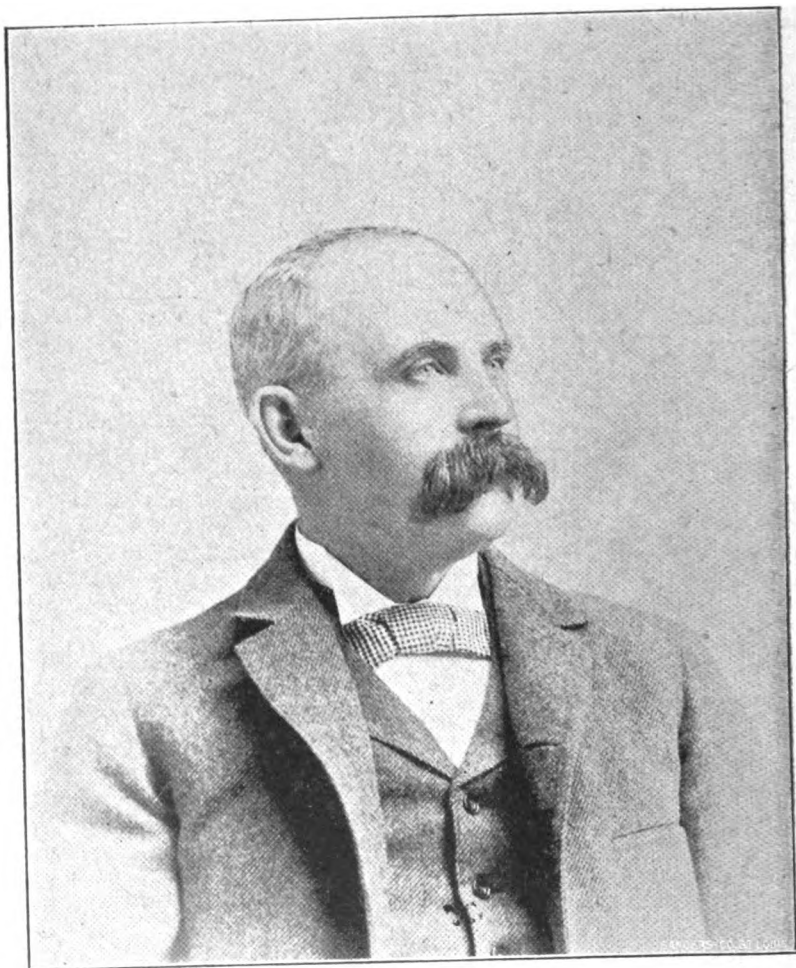
Mrs. Lizzie Payne, wife of Brother Maurice Ranson, of Division 149, died in Jackson, Tenn., August 31. She leaves an infant son, for whom she gave her life. Sister Ranson was a member of Division 39, L. A. to O. R. C., all members of which extend to Brother Ranson and Mrs. Payne, her aged mother, their sympathy in this deep bereavement. She was a devoted member of the Cumberland Presbyterian Church, and her funeral, which was largely attended, was the first from their handsome new church, of which she was so proud.

Thompson.

Brother R. W. Thompson, one of Division 304's truest members, met with death while in performance of his duty on the I. C. R. R. near Canton, Miss., July 23, 1896, by falling from the top of his train. Brother Thompson was not only unusually popular with those to whom he was bound by fraternal ties, but he stood high in the estimation of the public as well. His remains were conveyed to his home at Soddy, Tenn., for interment, accompanied by Brothers Wm. Jones and G. W. Majors. Brother Thompson joined Division 148 October, 1891, and was transferred to Division 304, April, 1896. He was a true and loyal member of the Order, and the Division will miss him sadly. A wife and daughter are left to mourn his untimely end. At a subsequent meeting of the Division, resolutions of respect to his memory and of sympathy with his bereaved family were adopted and spread on the records.

List of Divisions by States and Provinces.

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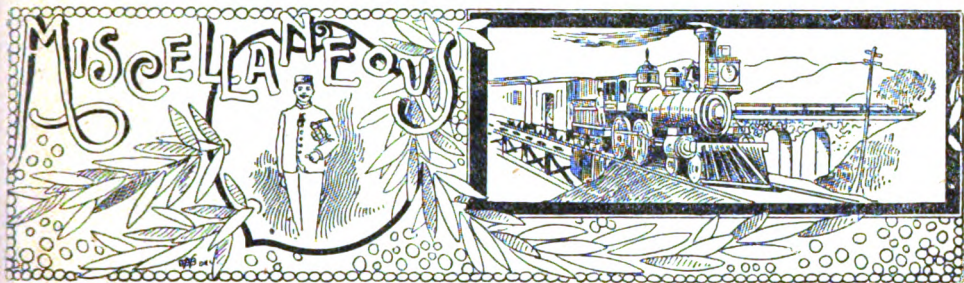
W. C. WRIGHT,
Member Board of Trustees.

THE RAILWAY CONDUCTOR.

VOL. XIII.

CEDAR RAPIDS, IOWA, OCTOBER, 1896.

NO. 10.



CONTRIBUTED.

INTERSTATE COMMERCE REGULATION; A GLANCE RETROSPECTIVE AND PROSPECTIVE.

BY C. W. KENDALL.

The first comprehensive effort ever made by congress to regulate the interstate traffic of the country was by the "Act to regulate commerce," approved February 4, 1887, and taking effect on the next ensuing 5th of April. While the constitution expressly declares (Art. 1, Sec. 8) that "the congress shall have power * * * to regulate commerce with foreign nations, and among the several states, and with the Indian tribes," as well as the power "to make all laws which shall be necessary and proper for carrying into execution the foregoing powers," and while this provision had been clearly defined by a series of decisions, including the notable case of *Gibbons vs. Ogden*, decided in 1824, (9 Wheaton)—Chief Justice Marshall [delivering the opinion of the court, —yet, this power had remained in comparative abeyance because the people had not made a strong and united demand for its exercise. As everyone knows, the *Gibbons Ogden* case grew out of the early application of the steam engine to the purpose of water transportation. The legislature of the state of New York had granted to Livingston and Fulton a right to the exclusive navigation of all the waters within the jurisdiction of that state, but the grant was held to be repugnant to the above cited clause of the constitution. The use of steam in land transportation was unknown in our country until some five years after the decision of this leading and memorable case. The steam railroad, now the chief instru-

ment and means of interstate commerce, had its first feeble beginning in the fall of 1829, at the coal mining village of Honesdale, Pa. Recollecting, also, that Fulton's first steamboat, the "Clermont," was launched on the Hudson river in 1807, we see at a glance the marvellous progress that has been made within the memory of many men now living

The internal commerce of the United States—more than two thirds of which is now carried on by railroads—is the wonder of the world, and its expansion had been so rapid and unexpected—so profitable and so beneficent in its general effects to the different states, to communities and to individuals—that little thought was given to its proper regulation and to the abatement of many evils and abuses associated with its growth. It is easy, therefore, to see why, until within a few years, no comprehensive and uniform plan to regulate that commerce had been adopted or seriously considered. The purpose and effort of the people everywhere were to extend and multiply railroads, not to control them. This course of things was natural, and, indeed, inevitable. It was a matter of necessity in a new country with undeveloped resources and struggling with other burdens which fully taxed its capacity, that the work of railroad construction should be left to private enterprise, which aims always to make the most of its opportunities. Such a policy was also in accordance with the genius and spirit of

democratic institutions, and the rapid evolution of our vast railroad system was encouraged in a multitude of ways—by subsidies, and land grants from the government, federal or state, and by county and town donations and loans of credit. During that period regulation of the vast and expanding railway organism would have been retardation of its growth. A method of uniform regulation adopted at the outset might have prevented a waste of capital and might have mitigated incidental evils, but it would assuredly have delayed the progress and development of the western sections of the country especially. A grand edifice was rapidly building, with some confusion, waste and mistakes, to become, later on, the well ordered home. Indeed, it may be said, that in a certain sense, the evils afterwards complained of were in the nature of a mortgage handed down, and to be paid off, as the price for making accessible and habitable our great western domain, with a rapidity of movement never before seen among any people or in any country under the sun. At the close of the year 1887 the total railroad mileage of the United States had increased from the little, coal carrying, Honesdale line of 15 miles, to 137,986 miles. And all this in the short space of fifty eight years!

But it by no means follows from these considerations, that regulation was not needed at a later stage of development, or that the policy which was adopted in the beginning as a matter of necessity and had served a useful purpose, should have been indefinitely continued.

No institution of human contrivance can be perfect. Along with this swift progress of the country in the means of internal trade and travel, and necessarily associated therewith, came abuses of management on the part of carriers—unjust discriminations between terminal and way stations, between different corporations and business firms and between individuals. The people everywhere, with increasing vehemence, complained that both local and through rates were unreasonably high at non-competing points, on account of the abuse of competition, or in consequence of pooling agreements that effectually suppressed competition; that rates were established without regard to the actual cost of the service performed by the carrier, but were based on the selfish and oppressive rule of "what the traffic would bear;" that through motives of revenge or favoritism, discriminations were made between localities similarly situated in respect to cost of service; that the management practiced an elaborate system of secret and special rates, rebates, drawbacks, and concessions, in order to enrich favored shippers and to prevent

petition; that such favoritism and secrecy rendered the business of the shipper who paid the open rates, uncertain, fluctuating and hazardous, and frequently occasioned great losses; that through lack of some general system of regulation, the railroads, by means of various devices avoided their responsibility as common carriers; that the common law failed to afford a remedy for such grievances; that the widely differing freight classifications used in different sections of the country were a fruitful source of misunderstandings, and were made a means of extortion; that a privileged class was created by the granting of passes, the cost of which was recouped out of increased fares exacted from other passengers; that the capitalization and bonded indebtedness of the roads largely exceeded their actual cost or value and that unreasonable rates were charged in order to pay dividends on watered stock and interest on bonds improperly issued; that the management of railroads was extravagant and wasteful, and that a needless tax was imposed upon the shipping and traveling public by the expenditure of large sums in the maintenance of an unnecessarily expensive service. Such were some of the accusations brought against the railroad management. They all were substantially based upon the element of discrimination in one way or another, and show the manifold forms in which it had to be dealt with by any general system of legislation. It was agreed by all who were urging a reform that *equality*, so far as practicable, in the facilities afforded and in the rates charged by the carriers, was the one essential desideratum.

Were the inequalities complained of and largely admitted to exist, proper or unavoidable, or were they the selfish policy of an arbitrary and unjust discrimination? That question involved the entire issue between shipper or passenger and carrier.

It was argued in behalf of the railroads that discriminations in their management were inevitable, and prevailed everywhere, in all classes of business, without protest, censure or notice,—that the merchant is not bound to treat all his customers precisely alike in all respects, and may discriminate between them in the amounts charged for similar articles, having regard to his own interest, as he views it; that he is free to make prices in order "to develop business;" that he may offer "bargains" to bring trade; that he may sell some things in his stock "at cost," and charge a hundred per cent profit on others, and, in short, charge whatever prices he may think his customers will stand, or, in railroading phrase, "what the traffic will bear."

The monstrous fallacy and vice of such a plea

—even now set up in some quarters—spring out of an utter confusion of ideas about dissimilar things. The business of a common carrier is essentially different from the business of a merchant or shopkeeper. The one is in the nature of a public service; the other is a strictly private service; in which, if not immorally or dishonestly conducted, the public has no concern, part, or lot whatever. But the common carrier has been granted by the state a valuable franchise, coupled with an implied contract to serve the people for a reasonable compensation, to be charged alike and without distinction to all—alike to rich and poor, to highest official and to the day laborer. Such plea in behalf of the carrier is absurd, and, as has been pithily said, shows that the person sincerely using it "does not know the difference between a common carrier and a hod carrier." A street railway company or a gas company has a permission—privilege—a *franchise*, constituting it a *quasi*—"as it were"—"in a manner"—"to a certain degree"—public servant to perform a public service. Imagine even the suspicion of discrimination on the part of the management of either of these—with passes to favorites, "evened up" by increased charge to others; with secret and special rates, rebates, drawbacks and concessions! These things have come now to be fairly well understood. But under the policy of forced encouragement of railroad construction, and in the absence of legislative regulation, a large portion of the transportation business of the country had from the beginning been regarded by its managers and, indeed by the mass of the people, in the same light as any other business. This view of the matter was quite natural under the circumstances, and resulted from a sort of unconscious training given to the general habit of thought.

A railroad corporation had been looked upon as merely an association of individuals engaged in furnishing and selling transportation for their own advantage and free to conduct the business in their own way, as any mercantile enterprise is conducted. All were slow to recognize the public nature and public obligations of these corporations until flagrant abuses, continued year after year, with no means of redress at hand, awakened a more just apprehension of correct principles.

Here was a typical instance of unjust discrimination, made at the dictation of a powerful combination, and called to the attention of the senate committee, which reported the bill for the act of 1887, above referred to. The Standard Oil Company were operating a pipe line conveying oil to the Cleveland & Marietta railroad. This road

was in the hands of a receiver appointed by the United States circuit court. Complaint having been made to the judge of that court, he investigated the rates charged by the receiver for the transportation of oil. It was found that, while the receiver was charging all independent shippers 35 cents per barrel, the rate to the pipe line mentioned was but 10 cents per barrel. It appeared that the Standard Oil Company owned the pipe through which the oil was conveyed to the railroad from wells owned by individuals, with the exception of certain pipes owned and used by one George Rice and carrying oil from his wells. To get rid of this competition the assistance of the receiver was sought and obtained. The company offered to give the railroad \$3,000 worth of business each month, while Rice could give but \$300 worth. If the company's demands were not complied with it threatened to extend its pipe line so that its use of the railroad would be unnecessary. And this was the demand, as stated in a letter filed by the receiver as a part of his defense:

The Standard Oil Company threatens to store and afterward pipe all oils under its control unless you make the following arrangements, viz.: You shall make a uniform rate of 35 cents per barrel for all persons excepting the Standard Oil Company; you shall charge them 10 cents per barrel for their oil, and also pay them 25 cents per barrel out of the 35 cents collected of other shippers.

"No comment," as the committee said, "is needed upon this most impudent and outrageous proposition." But it was a sample, that happened to be brought to light, of secret practices which undoubtedly existed all over the country, and had created a widespread feeling of distrust and suspicion among all who had any considerable dealings with the railroad management. It was contended that the least which congress could do was to provide by law for publicity of rates, so that the full light of day might, in some degree, prevent the shame and scandal of such conspiracies as the receiver entered into. But, there arose the difficult question as to the method of enforcing a conformity to such published rates; and particularly how such publicity and conformity thereto could be enforced in the management of the Canadian roads. Such experts in railroading as Albert Fink and George R. Blanchard were invited to present their views to the committee. They agreed in the plan of forcing railroads engaged in interstate commerce to publish and maintain their tariffs; and assented to the suggestion made by a member of the committee that the Canadian roads also might be compelled to the same course on penalty of being cut off from through freights received over American lines. Similarly, also, in regard to lines of rail-

roads, like the New York Central, for example, which are entirely within the boundaries of a single state. If freight on such roads were taken up and put down within the limits of the same state, it would be a matter pertaining to the people of that state alone; but if transferred to another line and sent into another state it became a part of the "commerce among the states," and like "commerce with foreign nations" (e. g. Canada), congress had, under the constitution, "power to regulate it." What was intended by the words "power to regulate," as used in the constitution, is defined by the United States supreme court, in *Mobile vs. Kimball*, (102 U. S., 691), very fully: "That power is indeed without limitation. It authorizes congress to *prescribe the conditions upon which commerce in all its forms shall be conducted between our citizens and the citizens or subjects of other countries, and between the citizens of the several states, and to adopt measures to promote its growth and insure its safety.*"

This seemed conclusive to the committee as to the authority of congress to "prescribe the conditions" upon which common carriers may engage in interstate traffic, and its authority over foreign commerce, at least on the high seas, was unquestioned. But by rail, foreign commerce and interstate commerce are so intimately intermingled that interstate commerce cannot be effectively regulated without also regulating, to some extent, the commerce carried on by rail between foreign countries and the several states; and for this reason the act to regulate commerce declares that it "shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by rail-road and partly by water, when both are used, under a common control, management or arrangement, for a continuous carriage or shipment from one state or territory of the United States or the District of Columbia, to any other state or territory of the United States or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: *and, however, That the provisions of this act shall not apply to the transportation*

"gers or property, or to the receiving, delivering, storage, or handling of property, wholly within one state, and not shipped to or from a foreign country from or to any state or territory as aforesaid."

In like manner, the various causes of complaint—some of which I have mentioned, but all growing hydra headed from the same body—unjust discrimination, were taken up, investigated and considered by the committee. There arose the vexed questions involved in "pooling;" in the greater charge for the "short haul" than for the "long haul," over the same line, in the same direction and the one included in the other; the endless diversity of freight classification; the problem of "just and reasonable rates;" concessions to large shippers, etc., etc.

The testimony taken by the committee was voluminous, at the time seemingly exhaustive of the whole subject, and fills a thick octavo volume of over fourteen hundred pages. The report thereon, in substance, style, digest of the evidence, and arrangement, is probably among the best and most thorough ever submitted to either branch of congress. It is not too much to say that the case of the people against the railroads was fully made out and sustained. Then came the inquiry as to the mode of applying a remedy for the wrongs whose existence had been shown by overwhelming proof. Should legislation be so framed as to provide for its administration and enforcement through the ordinary courts of law and equity, or through a special tribunal or commission, created for that particular purpose? The question, at the time, was not unattended with difficulty. We now see clearly enough that the committee made good choice in the bill which they reported to the senate—it is so easy to be wise after rather than before, the fact! But when the committee's investigation was going on, grave doubts were expressed by some as to the advisability of constituting a special railroad commission. It was said that the commission proposal was a mere subterfuge, intended as a harmless concession to the popular demand for legislation—designed to be of no advantage to the citizen with a complaint to be heard and a wrong to be redressed—that it was simply a procrastinating scheme invented by the railroads to secure delay and further immunities. The consensus of testimony submitted, however, by those of best judgment and experience seemed to turn the scales in favor of the creation of a special commission charged exclusively with the business of railroad regulation. For examples: Mr. John D. Kernan, a man of the New York railroad commission, serving two years since on the special com-

mission appointed by the president to investigate the Chicago railroad troubles, said: "There is no more effective agency than a railroad commission for the purpose of aiding the courts in carrying out any law on this subject." Mr. Albert Fink said: "I am in favor of having a competent commission appointed for the purpose of collecting information in order to help to a proper understanding of this intricate subject, such commission to be empowered to receive complaints and to act as a mediator and counselor between the railroads and the public." Mr. Jackson S. Schultz, a prominent merchant of New York, who represented the Chamber of Commerce before the committee, answered to the inquiry what remedy he would suggest for the abuses of which he had spoken in detail: "I say the remedy is a commission; I go so far as to say that, if the commission had no more power than our state commission—that is, to report and keep the public advised on what is being done, and not the right to send for persons and papers and examine books—so far as I am personally concerned, I am willing to limit the powers in the first instance to the commonest powers and duties." Ex Governor Claflin, of Massachusetts, declared: "My own idea is to establish a United States commission to regulate these things as far as it can; and then what further is to be done must be a matter of growth. * * * I believe that a commission can be established which would give satisfaction to the people all through the country. The commission certainly has given satisfaction in this state. There was just as much doubt with the people of this state at one time, in regard to the establishment of a state commission as there is with the people of the United States now in regard to the establishment of a national commission." Judge McDill, then of the Iowa railroad commission, and afterwards a member of the interstate commerce commission, said: "I have thought for years that the only method by which there could be any intelligent sufficient control would be through a national commission."

Of such import was the extended and detailed testimony, drawn from different minds and from men in widely divergent walks of life—men of experience and sound judgment in affairs, whose statements, given at length, would fill many pages. The choice of the means and instrumentality through which the needed legislation should be enforced, was judiciously made, and a bill providing for a national commission was reported, not a commission clothed with merely advisory functions, similarly with the railroad commissions of Massachusetts, New York, and some other states, but a commission fully empowered, as it

was then believed, to execute through aid of the courts, all its orders, findings and decisions. We now know that a purely advisory commission to regulate interstate commerce carried on over the nearly two thousand different and distinct railroads of the country, as was counseled in some quarters, would have proved useless, and its offers of advice and conciliation idle and futile to the last degree. Advisory commissions depend for their efficiency on the power of a concentrated and enlightened public sentiment within their respective states. There is a great difference in the field for the operation of such a sentiment, between that of a single state for long time permanently settled and with established and matured institutions, and the vast area of forty-five states and the territories, with the dissimilarities of the people and of their habits and customs.

Neither was it proposed to compel complainants to rely solely upon the commission as recommended by the committee. On the contrary, it was expressly provided that they might pursue their remedies either by "complaint to the commission," or by suit "in any district or circuit court of the United States of competent jurisdiction;" so that the purpose was to provide additional means of obtaining redress with the least difficulty, delay and expense.

Such, in brief statement, were the growth of abuses attending the expansion of our railroad system and the remedial measure—the act of February 4, 1887,—which those very abuses brought about through their increasing offensiveness to the public sense of right and justice.

II. That act has now been in operation something more than nine years—a few amendments, relating chiefly to procedure, having been made thereto. It is now pertinent and useful to inquire, how and in what degree this great measure of relief and reform has been effective, though any review of the operation of the act and of the immense work of its constituted commission must be of the very briefest kind.

The commission was organized March 31, 1887, and submitted its first report to the Secretary of the Interior, as then required, December 31 of that year, when the act had been in operation about nine months. The chairman was Hon. Thomas M. Cooley, whose reputation throughout the country gave assurance of an auspicious beginning to the era of government regulation of the chief instrumentality of interstate commerce. The work of those months was of supreme concern to all friends of the new legislation, and very many difficult questions at once demanded attention—such as the classes of carriers exempt from the operation of the statute—the "long and

short haul" clause—the filing and publishing of tariffs by carriers—their annual reports to, and their general supervision by the commission, etc. The rules adopted to govern practice and procedure in the presentation and hearing of cases, were extremely simple. Technicalities were discarded; the complaints and the answers to them are treated as statements of business controversies which the parties, if they so elect, may manage for themselves. This they can do without being placed at disadvantage by the want of legal learning, unless the case may be such as to depend rather upon the law than upon disputed questions of fact—which many, perhaps most of them, do not. When parties choose to conduct their own cases, the taking of testimony also is informal, and the commission gives its aid in the examination of witnesses produced, in order that the whole truth bearing on the matter in dispute may be as far as possible brought out and made plain. Thus the early impress given to this informal style of procedure has tended to bring the commission and its work in touch and sympathy with the plain, business people of the country. Then, too, with like good results, it is provided that while the office of the commission is at the national capital, it "may hold special sessions in any part of the United States whenever the convenience of the public or of the parties may be promoted, or delay or expense prevented thereby." Accordingly, the hearing of cases by the commission goes on attended with the greatest convenience and the least trouble and expense to all parties concerned. The tribunal has become from the very outset a popular one in the best sense of the term, being well established in the confidence and respect of the people of the entire country.

If it were asked: what has the interstate commerce commission done in these nine years of its life? the answer would be ready and at hand to any one at all acquainted with the work of regulation that has been steadily going on during that time—an answer, however, so full and complete that only short note thereof is here permissible.

The nine volumes of annual reports and seven volumes of statistical reports, together with five volumes of reported decisions of cases, show an amount of useful and effective work unequalled during a like period of time, it may be safely said, by that of any similar commission ever, or under any government created. As items of such answer, upwards of one hundred and thirty discordant freight classifications, which led to intolerable confusion, delay and loss, have been, by the commission's efforts, reduced practically to only three, with a prospect that in the near future there

will be merged into one, uniform for all the railroads of the country. Aided by supplementary legislation, the commission is speedily doing away with and relegating to a past age the death-traps of variant and antagonistic car-couplers, and bringing into use the automatic coupler, coupling by impact, and uniform on all the cars of all the roads, east and west, north and south. Train brakes, also, and handholds for the safety of employes, are a part of this change from the obsolescent management, or mis-management, in these respects, of the carriers; and in urging on this reform no one has been more energetic or efficient than the secretary of the commission, Hon. Edward A. Moseley,—working, not perfunctorily and in routine, as office business merely, but with his whole heart and soul in the faithful administration of a humane and beneficent law. Until the national commission was created there had been no such thing as official statistics concerning the railway system of the United States. Poor's manual, though useful, was deficient in accuracy, being dependent on the good-will, caprice, or self-interest of carriers. Now, their annual and sworn reports, made imperative by the law, have furnished a mass of railway statistics, admirably utilized, digested and arranged by Prof. Adams, chief of the commission's statistical bureau. Enumeration of significant features, like these, of the work done would fill a volume. It may be remarked, in conclusion, that the work of governmental regulation of railways in the United States has been well begun and will be continued. The act to regulate commerce has come to stay—to be enlarged and unified by such amendments as time, experience and observation of its workings shall make needful.

No one can deny that many abuses in railway management which stirred the people of the country to bitter complaint, revolt and revolution almost, have been swept away, and that a period of comparative contentment has supervened. As an indication of public feeling and sentiment: any given time, the tone of the press, in these modern days, is infallible. Compare the indication coming from that source now, with what it was previous to the legislation of February 4, 1887. The unrest and agitation, then rife and inflammatory, have passed away. Newspapers, magazines, reviews, organs of special associations, of farmers, of employes, of brotherhoods and of labor in every department affected by railways, which then teemed with fierce and threatening articles, now show but little spirit of hostile criticism of the methods of conducting interstate transportation. Yet, if ground of complaint were in large degree existing, or were universal, as

formerly, who can doubt that it would find expression through all or some of these means of voicing the public judgment and the public will?

Much, it is true, remains to be done, but much has been accomplished. The interstate commerce law is new, but it is thoroughly entrenched in the hearts of the people; and now the representatives of a great national party, in convention assembled, have formally demanded in their platform that this law, so new, yet proved to be so beneficial, shall be modified by amendment in order to give "*enlargement to the powers of the inter-*

state commerce commission" in its work of railway regulation—a work unequalled in magnitude and responsibility by that of any similar commission that now exists or has ever existed. This movement in favor of American railway regulation by the general government through the instrumentality of its commission, having begun in the right direction, will assuredly continue until there shall be some reasonably near approach to that fair, equal and undiscriminating management of our interstate commerce which all worthy of citizenship in the great republic must desire.

TWO FORMS OF PROGRESS.

BY JOSE GROS.

What we may call the three most important semi-popular upheavals of modern times, are those of England and France which brought two kings to the scaffold, Charles I and Louis XVI, and the one which put an end to British supremacy where the stars and stripes have floated for over a century. When carefully studied, we find that those three upheavals were but semi popular revolts, initiated and controlled by the middle classes against the concentrated despotism of a choice aristocracy, or something like it. Even our colonial systems, apart from the influence of England, were under the manipulations of a coalition between ministers and important landlords. That coalition constituted the tory element, in favor of England's domination, a portion of which had to emigrate to Canada, etc., when England was forced to give up the struggle.

The three revolutions in question have been close imitations of each other, when connected with their fundamental tendency, that of 10 or 20 per cent of the nation, as small property holders so to speak, against 1 per cent, representing the most important ones of the times in each country. Of course, that the people, the rabble, the 80 per cent in England, France, and on this side of the Atlantic, followed the impulse of the middle classes, and helped them to establish the new conditions, expecting substantial improvements from them; but that is all.

Naturally enough, such movements can not embody any radically new departure. They have to rest on sentiment, or some fine thought or phrase implying the suppression of iniquity, A, B, or C, without any precise program with which to accomplish that, and much less any conception of how to suppress the evils farther down, from

which the evils, A, B, or C, are coming up, or rest upon.

The Hydra of the old Greeks constitutes the most beautiful allegory in the human language, and gives us the most profound fact in the life of humanity. Why is it that men have never paid any attention to that fact, in their own individual development, and much less with the collective one of nations? The fact is as follows: The Hydra had nine heads, the mere cutting off of which brought two heads out of every primal one. Hercules discovered that all the heads received their reproductive power from one of the primal set. He buried that one and burned the rest. That was the end of the Hydra, which was but the symbol of what civilization has always been under the wisdom of men. Let us now go for the causes of that.

We may commence by referring to a group of impressions that came to us on a rather stormy morning of a September Sunday, while contemplating from our piazza the flow of people going to their respective churches. Some had to brave the storm with their plain umbrellas, while others could do the same from the inside of their elegant carriages. It occurred to us that about 12,000,000 adults, if not more, go to our 120,000 churches and chapels, every Sunday, of which we most heartily approve. Something like 5,000,000 are male citizens. The other 7,000,000 should be female citizens, and shall be, as soon as our civilization commences to rise a little above the refined barbarism it has always been. Because, why should we politically disfranchise the mothers of our children, and those we call our better halves, the queens of our homes, etc.? Are we not all of us a pack of Pharisees, as yet, towards

the end of that glorious nineteenth century, of which we brag so much? Disfranchised queens! Better halves whom we cannot trust to build up our national home, to help us, anyhow, since we men have always concocted such a wretched hash in the job of making nations happy! But let all that go, for the present, in order to contemplate for a few moments the beautiful sight of those 12,000,000 adults in our churches every Sunday, there to worship the Creator of this grand universe of ours, so magnificently adapted to the happiness of all men in our gorgeous little planet, little and yet large enough for ten times the population of today.

We cannot conceive of any better conditions for the mind of men to absorb God's truth than that under which the millions in question place themselves Sunday after Sunday, in this nation, and every other christian one, of course. Sunday, a day of rest, when all the week day frictions have ceased, when the bustle, and the noise, and the agitations of body and mind, in the struggle of existence, are displaced by tranquillity and peace, by the quiet intercourse among men on one side and our own meditations on the other. If Sundays had only been a little appreciated, or only somewhat properly used, by our Sunday people, they would all have become first-class christian citizens centuries ago. God's truth in relation to the life of nations would by this time be just as familiar, with 90 per cent of our male and female adults, as the alphabet or the multiplication table. It would be so even if our Sunday people had never exceeded 10 per cent of each respective generation. That 10 per cent would have diffused their knowledge on the subject with almost everybody else, just as they have diffused their fatalism with all men, women and children, from top to bottom in the social fabric. We mean that our best people have always inculcated the notion that—social righteousness is too much of a dream for men to realize, until God gives them permission to undertake that heavy job!

It was but a few days ago when, while engaged in a conversation with highly educated people, we used one of Christ's most emphatic utterances showing that men had been given omnipotence, for good on earth, if they only took the power of God's truth as a real fact in life, and not as a mere sentiment. We were told that such omnipotence was but applicable to the spiritual life. There it is. Most of our best people believe that man is but a mass of clay, while on earth. He will only be spiritual on the other side the grave. And that wild, materialistic made and endorsed by some of t

gent and best ladies in the land, regular sisters of charity, without the vow of poverty, since they are well provided with earthly goods. That assertion, or any similar one, is but an indication of that deep fatalistic drift which has always kept humanity in its infancy of horrors.

"It is the spirit that quickeneth, the words that I speak into you, they are spirit, and they are life."—John vi, 63. The material in man, his flesh and bones * * * they are nothing but incidents. Just as the mechanism of the universe is but the envelope of the *Soul of God*, so the mechanism of our own body is but the envelope of our own soul. All truth is spiritual in its ultimate analysis. The human soul is on earth to grasp truth, to realize truth. The former would be a farce without the latter.

"Except a man be born of the spirit, he cannot enter into the kingdom of God." Yes, except a man considers himself something more than a mere material human being, he cannot work for God's righteousness on earth, he cannot believe it possible, he is not going to be anxious about it. Are those born of the spirit, whose minds are wrapt up in their having a good palace on the other side of the grave, and consider it quite natural that most men should not have a nice home of their own here on earth? Are they born of the spirit, those who stand for a social status which converts most men, and many women and children, for that matter, into an army of serfs, forever at the mercy of this or that master, their wages, when able to find work, to be fixed by a merciless law of supply? And that law is merciless, because made by men in defiance of all God's laws. The law in question is material, repudiating the spiritual law of freedom. All God's laws in nature are laws of freedom, because made for the full development of the human soul, which is a free entity, so free that it can even sin against God if he chooses. We have to suffer, of course, when we sin. And we do sin most shamefully, as long as we stand by laws of monopoly, of privilege and repression, with no mercy for those we condemn to a life of poverty, relative or absolute.

As we have mentioned at the beginning of this article, the whole course of human history shows that nothing can be expected from the bulk of those partially or totally better off than most of the plain workers on the slopes or at the bottom of the social fabric. Their form of progress has always been materialistic, selfish, narrow, mean, with nothing altruistic about it, without any real spirit of solidarity or brotherhood. All repulsive inequalities are a complete denial of brotherhood. Our idiotic modern progress has not even nar-

rowed the gulf between the many at the bottom and the few at the top.

Wages may rise and prices may fall, as we are told by the powerful on earth; but something else is needed to prove that the workers of the nation are saturated with an abundance of wealth. We need to show that we never have any large quantity of people out of work. We need to demonstrate that there are never any disagreements between employers and employes, or that the latter never need to organize themselves against the former, nor the employers are ever forced to close their establishments and curtail production, lest we are all destroyed because of so much wealth among those whom we throw out of work. In previous historical periods no employers could afford to close up their establishments, and the workers did not need to loaf by the week or the month. There can be nothing more fatal in the life of nations than the abnormalities in question. Face to face with those facts and many other ugly ones that we have no time to mention, face to face with that, all favorable figures are like painting a sepulchre with bright colors. It does not answer any purpose but that of showing the heartlessness of the classes against the masses.

Unlike the Hercules of the old Greeks, in connection with the Hydra to which we have referred, our modern classes are making the identical mistake of their predecessors through all cen-

turies. They don't want to realize that all social evils must necessarily radiate from a great basic social crime, because even in the evolution of evil has the universe a logic of its own, a process natural in itself. No wonder that civilization has so far been the constant cutting off the head of this or that incidental evil, with the perpetual reproduction of other evils. We refuse to bury the "*Father of all Evils*," and so human progress keeps on, improving here and there, if you like, but forever drunk with sin, all the same, forever stumbling along its path, never with a clear vision about the road we should follow, never with a steady step, but always with a vacillating one along our line of march, just exactly as a man who tries to gather strength through repeated alcoholic drinks instead of taking a good, solid meal, leaving the liquid poison alone.

How long, then, before progress shall be God-like; and not selsh, satanic; man forever preying against man, devouring each other as if this world of ours could never provide an abundance for all? It all remains with the plain workers of nations. They cannot do it through laws of injustice, because of privilege and monopoly, any more than the classes. They would fail as the classes have failed, as the churches have failed. They will have to do it with laws of brotherhood, laws of equal rights, such as Christ preached on earth, and so far constantly repudiated by men.

THE GHOSTS OF SAG BRIDGE.

BY 213.

In the year of '73, during the month of June, there occurred upon the ——— railway, a catastrophe, almost without parallel and attended with loss of life, among whom were two well known Illinois state penitentiary officials, several prominent people of the city of Joliet, and one unfortunate man whose body was never identified.

This accident was termed, in railway parlance, "a head end collision," between a northbound stock train and the southbound express. The time of the occurrence was about 10 o'clock at night, and the location of the accident was at a place called Sag Bridge, about twenty miles from Chicago.

Strange to relate, none of the employes on the freight train, or either of the engines, was killed, although the passengers occupying the smoker and the employes of the mail and baggage cars were cut, bruised, and some mangled into un-

recognizable shape, or literally cooked by the escaping steam and hot water.

The passengers occupying the coach and rear sleepers escaped with many slight bruises, and a severe shaking up.

The stock on the northbound freight was cruelly crushed and tortured beyond description, and scattered in every possible direction.

The cause of the accident was attributed to negligence of the freight crew, as they were endeavoring, by rapid and reckless running, to gain Willow Springs siding for the southbound express, and also to an imperfect system of train orders used on the line at that time.

The feeling against the conductor, whose name will not be mentioned, as he is a quiet, respectable citizen, and still engaged as a railroad conductor, within the limits of the state, was so intense at the time that he was obliged to immedi-

ately "flee for life," and remain hidden in straw stacks or timber, till the indignation against him had subsided.

The railroad company offered a reward of \$1000 for his capture, and, although he was surrendered, by a relative, who divided the reward with him, no proceedings were instituted against either him or the engineer.

The locomotive of the ill-fated stock train was of the pattern which railroad men call a "gun-boat," on account of the peculiar driving wheels and being capable of pulling heavy trains.

The disaster was gossip for weeks following, and the place looked upon with horror by passengers and train men alike.

In due course of time, engine 122 came out of the repair shops, as good as new, but her career as a combination of machinery had just commenced; her first night's trip was marked by her cab lamps and headlights suddenly being extinguished by some supernatural agency, just as the train passed the eventful point. At first the enginemen thought but little of it, except as a singular coincidence, but as time rolled along and the circumstance continued occurring at the same point upon all night runs, it became evident that there must be some invisible agency that marked engine 122 because of her connection with the great disaster.

In a short time these unaccountable freaks of this engine caused considerable talk and excitement among the railroad employes, and in consequence of the numerous ghosts which were reported to exist in the locality of Sag Bridge, the night track watchman at the ill-fated place, tendered his resignation, saying he could "shtand it no more." "Stand what?" interrogated his superiors. "Why, the ghosts; sure, ivery Sathurday night, when I comes to me shanty, down for'nist 'the bridge,' for a spell, there do be sittin' Mr. and Mrs. [—, who were killed in the big smashup, as natural as life, and a talkin'."

Although very few gave credence to his story in full, no amount of persuasion induced him to remain. He had seen ghosts, and his superstition compelled him to resign.

This fact, reaching the ears of the trainmen, caused them to relate their thrilling experiences at this same place, much to the astonishment of the officials, who soon were convinced that Sag Bridge was haunted.

At "the bridge" stood a water tank which supplied most of the passing trains with water, and while thus stopping, many of the train hands were confronted by spooks and other apparitions. One freight conductor was so frequently met by these strange sights, that he resign^d consc-

quence, and is now one of Chicago's prominent business men. Conductor R. had no connection with the wreck, and why he should have been selected as a victim was unexplained, but so it was, and every trip that he ventured over his train while stopping at the Sag, his nerves sustained many shocks by forms fitting to and fro ahead of and behind him, as he clambered over the freight cars comprising his train.

The engineer in charge of the 122 would often see a man and a woman climb upon the pilot of the locomotive, when nearing the Sag, and when he ventured an attempt to investigate, they would jump off, while the train was moving, and suddenly disappear.

Two brakemen, "partners" on a night run, formed an investigating society of their own to pry into the causes for the wonderful phantoms at the Sag, and it happened one night, after they "had made the stop" for water, both discovered a ghostly looking object seated on the caboose steps. Arming themselves with stout clubs they gave chase. The phantom fled and scaled the fence in full view of its pursuers, who followed and discovered, at the exact spot where the ghost disappeared from the fence, some cows quietly sleeping and undisturbed, showing plainly no earthly form in flesh and blood could have escaped by jumping into their midst.

One old railroad man related his experience to the reporter, as follows: "I was a brakeman those days, and as true as I talk the ghosts were plenty. Why, I've seen them time and again. Often, when walking by the train, examining the running gear, I could hear the chattering of teeth, the outcries of someone, as if in anguish, till the chills would penetrate my very bones, and I would hasten back to the caboose to get rid of the mockery and there I would see faces peering into the windows at me, and, with a moan, quickly disappear. One night I shot at a form, and, to my horror, the form looked like a boiling mass of burning sulphur, and, with a fiendish laugh it sank into the ground. That was too much for me. Half an hour afterward, when the train stopped at the next station, and the conductor returned from the engine, I was found on the floor of the caboose in a dead faint."

The curse of Sag Bridge has never been raised, even today train crews regard it with awe, mingled with a slight degree of fear, and they have reason for it; accident upon accident has occurred at that unlucky place, generally of a trivial nature, but upon several occasions since '73, these accidents have been attended by loss of life and destruction to property.

GOOD-BYE, JOE.

BY FRANK A. MYERS.

"Good-bye, Joe; take keer of yourself." Old Ham Buchanan grasped his old friend, Joe Satterfield's, hand with a large human warmth. There were years of friendship in the hand-shaking. The very heart went out in it.

"Good bye, Ham," and the plain old soul returned the honest, kind, deep farewell as sincerely as it was given. The two old farmers had always been good neighbors, and as the shadows of the evening of life began to fall upon them they were more often together than when in the prime and hurry of life. Now, Old Joe Satterfield was going to Indianapolis to visit the family of his son, who was a railroad conductor and a man of family.

Old Joe had never been away from home, before, but now, since the death of his wife, his long faithful life-partner, he was lonely and felt himself standing on the brink and only waiting—still waiting on this side of eternity.

The varied stage of action at the Central Station is both pathetic and humorous at once. The kaleidoscopic colors of humanity mingle and change—youth and age, vigor and decrepitude, all there, some going out and some going home—a strange throng of throbbing hearts, but with unbounded faith in the honest old iron horse and the brave-hearted engineer.

Down around the depots in the month of June. Peal of bells and parting time seem to come so soon: Eyes to others sadly turn as the moments fly: Waiting hearts begin to yearn, hardly knowing why:

Some to sigh and some to sing,

Morning, night and noon—

Down around the depots in the month of June."

Hearts ache at parting, hearts rejoice at meeting—how human is the depot.

The announcement had been made that the train would go in ten minutes, and everybody arose. There was much confusion. All at once a shrill, guttural voice rang out:

"You've forgotten something."

Many turned back and examined their seats, but finding nothing left, looked around for the one who had fooled them. At length a parrot was observed perched upon the clock in the waiting room. It had escaped from a strolling troupe of operatic professionals and flown to its high perch. It was at length caught and returned to its owner.

"The old bird fooled me," old Joe drawled out, as he hustled decrepitiy away, speaking to no one in particular; just an aged habit of speaking his thoughts aloud.

"This way, Silva; Phelie, don't let the baby fall; be careful there, now;" and the mother bustled around till all her family were seated in the coach. She had a tired look. Her square-shouldered, majestic-looking husband, sure of his physical power, wearing the garb of an engineer, helped the little mother and the children to a double seat. He was going out with one train and his dear family on another to visit and to rest. He rejoiced that they could do this.

"Jim," said the little wife to her husband, in a low, sweet voice, "don't forget your flannels."

"All right, Annie; don't worry for me."

"They're in the top bureau drawer, Jim; plenty of clean shirts, too, socks, and all you'll want," she thoughtfully urged.

"Never mind me, Annie; I'll get along all right. Enjoy your trip."

"Now, Jim, do take care of yourself." He smiled down into her clear, blue eyes with a glad light in his.

"Don't fret, little woman. You must rest all you can and take care of yourself. I'm strong. Children, don't let your mother worry, and take care of her." He kissed her and then the children and was off. There were kind tears in his eyes as he hurried out and away to duty. The little wife looked out the window.

"Good-bye, Jim, take care of yourself." He looked back, waved his hand, and hurried on. God bless these brave engineers who take their lives in their hands and carry the multitude of people safely to their destination.

It was the last minute before the train started. A shabbily-dressed walking ticket broker was offering a pass at a trifle to different people.

"I'm not traveling to-day," said a man to him, "but over there's a gentleman; strike him." The tramp broker hurried over to President Mackay, who was hurrying to catch the out-going train. Mackay declined to purchase a pass on his own line, but he jotted down in his notebook the number and name on the pass, and issued an order for it to be taken up and the holder arrested for personation, and caught the train. Nobody ever used the pass. Nobody would buy of the shabby tramp. They mistrusted him.

Phelie Jameson, the oldest daughter of Jim Jameson, the engineer whom we have just seen bidding his dear family an affectionate and tender good bye—she was a young lady of eighteen—was sitting by herself caring for the baby, which was not in good health. She was kind and

thoughtful toward her mother, and in all ways a sweet, beautiful, noble girl. She had graduated in the high school, and was bright, and her father and mother were very proud of her.

Old Joe Satterfield sat directly in front of her, and the good souled old man turned back to speak to the baby. He carried his farm sociability into the car. He had grown too old to change his manners to conform to the times. To have changed would have destroyed the harmless character of warm-hearted old Joe.

"Is that your baby?" he asked Phelie, innocently. She laughed.

"No; it's my sister."

"Sorter puny, ain't it?"

"Yes; the poor little thing is not in good health," and she kissed it thrice.

"Nice baby," said old Joe, meaning to be nice and polite.

Phelie could not feel that the good old man was intrusive.

The old fellow rolled his quid 'round in his almost toothless mouth and turned to spit out the window, which he imagined was open. But it was closed. He fired away, and the window at once looked like a map of central Africa, with numerous large streams heading up into the Mountains of the Moon. Staring a minute, the simple-minded old fellow burst out as one speaking to himself.

"Wall, I swan to goodness!"

Then he caught his coat cuff in his clumsy finger tips and proceeded to remove the amber discoloration. After a swipe or two with his coat sleeve the pane of glass looked like a bloody battle field, with many dead on it. He never succeeded exactly in removing the tobacco stain, notwithstanding his rubbing. He stole a side glance at Phelie, but she had turned back in disgust.

"That's all right; she didn't see, I'm most shore." And he was satisfied.

"What's your name?" turning back to the young lady.

"Phelie Jameson."

"Eh heh! Phelie—Phelie Jameson. Wall, my name's Joe Satterfield. I'm right down glad to meet you, Phelie. Was that your dad 'at helped youens on the kears?"

"It was."

"Eh-heh! What's his name?"

"James Jameson."

"Strong lookin' sort of a feller. What does he foller?"

"He's a railroad engineer."

"A railroad engineer? Wall, 'wan—eh-heh! Dangerous. I don't 'low t' no y—some engineers do, I've heerd—

"Drink! Oh, no. He wears a little button on his coat lapel—"

"On his where?"

"On his coat lapel," she went on, shifting the baby and laughing at a high key

"Eh-heh!"

"On the button are the letters 'R. T. A.' He don't drink."

"What does them letters mean?"

"Railroad Temperance Association."

The old man looked pleased, and with the expression of one who had struck something new in the world.

"Eh heh! I like him for that. I don't like drinksters. They ain't no good."

"Now you are talking sense," said Phelie, dropping into half slang so as not to seem too far out of the poor old man's world. No, papa don't drink, I'm proud to say. There are now forty-five railroad corporations in this country that forbid liquors to employes while on duty, and fourteen of them require total abstinence. The Wells Fargo Express Company discharges any employe who is seen taking a second drink during business hours. The Michigan house of representatives passed last year an anti-treating bill."

"Eh-heh?"

Phelie observed that the old man failed to follow her.

"When they drink, so many accidents happen and it is in every way bad, and only bad." In the most natural way in the world she related to his attentive ear what she had but recently read which was that only one railway passenger among twenty-eight millions is annually killed in England; only one in nineteen millions in France, one in ten millions in Germany; one in six millions in Italy; one in two millions in America, and one in one million in Russia. "We are away down the scale, you see, but with temperance regulations on the roads we will go up," she added in conclusion.

The conductor came in to take up the tickets. It was Will Harter, one of the best young men of the whole line. He was always neat and handsome looking in his blue clothes and cap.

Old Joe fumbled in every pocket for his ticket, while Will waited, patiently, all the time smiling at Phelie, whom he had never met before. There was a kind of mutuality in the exchanged looks that each recognized with pleasure. Will knew her father well enough, but not the family. However, he knew who they were.

"Wall, I swan, I did have it," declared old Joe, in some distress. At last he fished it out of his flat old pocketbook, where he had forgotten he had put it for safe keeping. After Will had passed

on, old Joe remarked, his hollow eyes twinkling :

"He's a mighty nice feller, I swan."

"Yes;" busy with the baby that had so unceremoniously yanked her hat to one side.

"What's that 'ere bright thing he snaps holes through the tickets with?" asked old Joe.

"It is a punch—a conductor's punch. Luther S. Croker invented it. He died in East Braintree, Massachusetts, April 8, 1895, at the age of sixty-six years," explained Phelie, whose carefully trained mind seldom forgot a fact that was impressed upon it.

"What they fer?"

"Merely to cancel the ticket and prevent its being used a second time."

The old man looked at the fading battlefield picture on the window, and finally turned again to Phelie and began to talk about farms and farmers.

"I've farmed all my life," he said, "but I never got much out of it. Farmin' don't pay any more."

"We're all quite lucky to get a living these hard times," and the lines of Bryant on the farmer came to her mind, though she did not repeat them.

"Far back in the ages,

The plough with wreathes was crowned:

The hands of kings and sages

Entwined the chaplet 'round.

* * * * *

The proud throne shall crumble.

The diadem shall wane.

The tribes of earth shall humble

The pride of those who reign:

And war shall lay his pomp away:—

The fame that heroes cherish.

The glory earned in deadly fray

Shall fade, decay and perish.

Honor waits o'er all the earth.

Through endless generations,

The art that calls her harvests forth

And feeds the expectant nations."

"Eh-beh," was his familiar sanctioning grunt, an unconscious expression. "When I was young"—a look of regret and loss in his kind, wrinkled old face—"I used to like the plow handles, an' I thort I was jest made fer 'em. But them good old days are gone." The regret in his eyes changed to pain. He looked at Phelie as if he wanted her help and sympathy. Poor, lonely old man.

Suddenly the engine whistled a startling shriek, that echoed far and wide like a shrill, piercing scream from a terrorized person in extreme danger.

Phelie was just handing the baby back to her mother. Old Joe Satterfield straightened up in

excitement. Will Harter, standing at the closed door, looked back over his shoulder. They were running at a high speed, fairly "splitting the wind," down a grade. The engineer had thrown on the air with such suddenness that the train began to "plug;" the wheels were reversed, but they rode over the sand as if there was none on the track. There was terror in the eyes and faces and manner of every passenger. There was a sudden stopping and a fearful crash. The coach in which our friends are, kreeled over to one side, one end dropped to an angle of about forty degrees, and the glass in the windows snapped into bits. It was awful. A general shriek filled the coach. Everybody went flying from their seats. How quickly the change in the warm hearts that beat so hopefully a moment before! Water began to pour into the car at the lower end. Had they gone down into a river? The brave Will Harter was thrashed against the door facing, and his head cut till the blood ran down over his white shirt front. Old Joe Satterfield was whirled against the corner of the stove, head first, and jammed in behind it in a space almost too small for a child. The other passengers were hurled in heaps: Mrs. Jameson and her dear children lay beneath a seat in fearful confusion, and everyone but the brave mother screamed in dismay. Phelie shot through the window to the water outside. She was unhurt, but was in imminent danger of drowning. Will Harter, bruised and blinded, turned and shouted to the frightened people, who heard above their screams :

"Don't be scared. The danger is all over."

The water was up to his waist, but he observed that it paused there. Poor old Joe was lying completely submerged. Will's assuring words had a good effect on the awfully terrified passengers.

His eyes glanced out of a window that was on a level with the swirling, yellow, muddy water, and he noticed a female struggling in the mad current. Without a moment's hesitation he leaped through the window, and, at the risk of his life, caught the drowning person. She clung to him with a tight clasp, but luckily his arms were free. Blinded with bruises and the water he began to swim he knew not where. He only knew he was trying to save someone's life. Then he heard above the noise of the mad current the voice of Harry Sansom, his faithful brakeman :

"Here, this way, Will—this way."

He turned and swam toward the sound of the voice. Harry had run out to see the extent and nature of the wreck. The bridge had washed

away beneath the swinging rails. The engine and tender, together with the engineer and fireman, had gone down in the mad little stream. Two coaches, the baggage car and smoker, had shot across the narrow chasm over the engine. It was twelve hours later before the little torrent had run down enough to recover the dead bodies of the engineer and fireman. One end of the coach in which our friends were had partly dropped down into the chasm and rested on the engulfed engine. The other, and last coach, was off the track, but standing upright, with its front platform smashed. One glance revealed all this to Harry Sansom.

"This way, Will—this way," Harry kept repeating, in order to give help and hope to Will. Harry stood close to the water's edge, in what may be called calm excitement. As soon as he could he caught the strangling Phelie and drew her out of the water. She was dripping wet and in a sorry plight; frightened badly, but unhurt.

"My God!" she exclaimed, as soon as she got her breath and realized what had happened. "Where's mamma and the children?"

"They're all right," said Will Harter, assuringly. The blood still flowed over his face.

"Oh, he's badly hurt, and yet saved me," cried Phelie, in appreciative sympathy.

Both Will and Harry ran into the coach, and soon had Mrs. Jameson and all her children helped out upon the muddy ground. The children cried in great terror. Phelie kissed her mother, and, taking the babe from Will's arms, kissed it passionately, saying:

"Oh, I'm so glad the sweet little thing isn't hurt."

None of the family were seriously hurt, only greatly frightened and bruised. A large blue bump began to swell over the little mother's right eye.

"Are they all here?" asked the loving mother, looking around to see. The other passengers had gotten out without help. All were more or less bruised. One man held his side and another his head.

Poor old Joe Satterfield was dragged out dead. He was the only one, except the engineer and fireman, who was killed.

With quick forethought Will Harter sent flags in both directions. They waited patiently for a train to carry them back.

The next morning the newspapers reported the wreck in "scare" headlines. Will Harter was puffed to the skies for his heroism and coolness in the mighty emergency. He deserved it; Phelie said so, and so did everybody else. He did not

think he had done anything deserving of such unstinted praise.

Old Ham Buchanan, grieved to his heart, followed old Joe Satterfield to his grave.

"Poor old Joe," he said, as he turned away from the rounded-up grave.

When James Jameson met his wife, it was with tears of gladness.

"All right, Annie, you're still with me." He kissed her again. And then he took the baby and kissed it.

"Oh, Jim, I thought of you in the midst of it," said Annie, with a smile of sweetness and gladness, "and I said to myself, you'd be glad none of us were killed. And I said I'd go back home and watch you and your flannels and see that you wore them. I had put the liniment and rags on the mantel for you, if—if you should need them, and I said you wouldn't need to eat with Nora and Mike, for I'd be at home to cook for you."

Jim laid both her hands in his brawny palm and held them close.

The next day, led by Phelie, the whole Jameson family called on Will Harter, at his place of boarding, and each one gave him a handsome bouquet of flowers. Even the baby was induced to hand him a small bouquet, which it did with a crow and a laugh.

"God bless you all," said Will, overcome with an emotion that kings cannot buy, and he took the baby and kissed it.

"You saved my family," said Jim Jameson, a tear of joy glistening in his eyes.

"I only did my duty," returned Will, walking the floor with the crowing child.

Phelie saw his reason for keeping his back toward her at that moment. She knew what were in his eyes, and she could not suppress the glad drops in her own.

"I had just told Jim when we parted that morning to take care of himself," said the good little wife, speaking to Will, "and there I should have been saying to myself take care of myself and family. One never knows."

"That's true, Mrs. Jameson," said Will, with a sort of Chesterfieldian politeness that was natural to him when treating with the ladies.

"We shall never forget your great kindness," said Phelie. And when Will's eyes rested on her, she cast hers down to the carpet, in modest propriety. She assumed a superior form of sweetness and lady like deportment in his estimation.

"I am sure I shall never forget your kindness in the gift of these beautiful flowers," he replied, handing the baby to its mother, to whom it de-

sired to go.

Phelie raised her eyes, and they met his. They spoke a various language.

"We owed this little tribute to you," she insisted, without removing her eyes.

"And I cannot tell you how grateful I feel for these," picking up the large bouquet, so full of

red roses, which was not unintentional, which Phelie had presented, and thrusting his olfactory in it.

The visiting family returned home.

In a year there were showers of congratulations poured upon Will and Phelie, as they marched out of church on their wedding day.

OUR NEW YORK LETTER.

Perspective is a great thing. If we may believe the cabled letters to the Sunday editions of our papers—not always an entirely safe thing to do—all Europe is seething with the Armenian question, and nearer universal turmoil even than has been prophesied for us about every week for the past quarter century. Earthquakes and tidal waves and eclipses are happening with their accustomed periodicity in various quarters of the earth. The Venezuelan question is apparently just as unsettled as it ever was, though perhaps it is not unnatural that we should have lost interest in it, since, happily, jingoism seems to have pretty well faded away. Several well developed South American revolutions have "come off" during the past few months, a tolerably genuine war is in progress in Dongola, and certainly the Cuban insurrection is no less serious and inspiring than when it thrilled every American citizen earlier in the year. Yet all these and the various minor happenings that ordinarily fill news columns are almost entirely lost sight of, and only one occurrence has had sufficient drawing power to turn away, for a few days, the attention of New Yorkers from the fight between silver and gold.

This one occurrence, of ludicrously small consequence when compared with some of the other things that are being almost entirely ignored, was the visit of Li Hung Chang, the notice given to which was so clearly due to its being right at our own doors, as to emphasize the fact that whether we live in a great city or in a cross roads hamlet, it is human nature to think most about the things that are nearest to us, irrespective often of their real importance. Earl Li (as the newspapers got to calling him, by way of exhibiting the depth of their information about Oriental rank) is, no doubt, a picturesque figure and a great man; though not really of particular consequence to us when we consider at how few points China touches us, in either civilization or politics, and scarcely as picturesque as he would have been at an earlier day, when we were less familiar with Oriental men and manners. But his visit to us,

or, rather, his passing glance at us, was, after all, a very commonplace one, such as any tourist might have had; and so there is something childish in the eager curiosity with which swarms turned out to see a group of silken robed representatives of the very nation on which, of all others, we have heaped most opprobrium, and which called forth column after column of description in the press, of things which most of us knew all about years ago. These would-be instructive recitals, indeed, constituted, in themselves, not the least part of the show; in the opportunity which they afforded the half educated and "fresh" reporter to display a recently acquired fund of information. The manufacture of the title "earl" was one of the funniest things about it, for there is no possible relation of comparison between the function or origin of either the Saxon "earl," or of the Gothic lord of a county, who was his nearest counterpart, and the position which Li now holds as premier, or any of those which he formerly occupied in subordinate offices. While some of the similar features with which our papers teemed, such as their constant iteration of points on Chinese etiquette, grew a trifle tiresome.

But it did not take long to forget about the Chinaman and his suite, and get down again to the serious business of electing presidents. The Indianapolis convention made less stir in this section than might have been expected, its chief interest being to democrats who had already resolved to oppose Bryan, but to whom support of McKinley was, nevertheless, extremely distasteful. But political bonds, in any compulsory sense, sit very lightly on denizens of the metropolis, and a very great number of them are too accustomed to splitting their tickets or shifting from one side to the other, for a specific but, perhaps, transitory reason, for them to feel the absolute need of a half-way house as strongly as it seems to be felt in other sections. Nor does this imply that there is no interest in political life, no depth of conviction amongst such people. They are just as decided in their views, often even hide bound

in them, but they are apt to link themselves to a particular set of opinions and to march with parties according to how they represent these opinions from time to time, rather to shape their allegiance primarily to the party lines. The intensity of commercial life, too, tends to moderate the intensity of political life with us, or, at least, to limit it to the professionals during a great part of the year; and there is consequently far more tolerance of difference of opinion and of irregularity in party affiliation. Large employers of labor in this section do a certain amount of bullying, of course, but there is a good deal of bluff about it, for the interest to make money is, in this part of the world, always too keen for it to be interfered with by any actual conflict on political lines. And in this city, employers so rarely know anything about their employes' views or occupations outside of business hours—for lack of time to consider such things—that it is doubtful in the extreme if a man ever gains or loses a place for political reasons; while such a thing as politics affecting business relations between merchants dealing with one another, is absolutely unheard of at the present day, even though the politics is such as directly affects mercantile affairs.

Much of the motives actuating politicians in this state is to be found in a desire to play for position in purely state politics. Simultaneously with a growing confidence on the part of gold men in this vicinity, there has been noticeable more of a spontaneous activity in behalf of silver among some classes of our voters than had been seen before in the campaign, but it is undeniable, nevertheless, that the overwhelming balance of sentiment here is for gold. In the face of this, however, the regular democratic machine has, in every one of our districts, vigorously espoused the silver side, palpably to retain the position of regularity, by which they always set so much store, and which is of especial real value to Tammany, in view of a most important municipal election to come off next year. Outside of the machine, and opposed to it, there has been, for many years, an opposing organization; which, as has been said before in these letters, is by no means made up altogether from that purity which is supposed to go with independence in politics, but, on the contrary, has always drawn its membership largely from professional politicians, who

are no better than the regulars, and worse than these in that they are less capable for their chosen work.

This organization has seen its opportunity in the present situation, when most of the men who have hitherto stood highest among the regulars have bolted from the latter; and so, instead of the crisis in national politics serving to draw the lines closer on state issues, it has rather fomented them and intensified factional differences, with a great change, however, in the balance of power. As a result of it all, we are certain to have two democratic candidates for governor; and, as it looks at the moment, there may be three, consequent upon Senator Hill's almost too smart trick in placing a gold man on a silver platform, in the vain hope that he would thus compromise local issues and retain in his own hands the reins which he has wielded for so long. A prettier complication could not exist, in short, than that which now confronts us; and its consequences in future years are likely to be far reaching beyond computation.

That jingoism should have been so utterly lacking from the presidential fight is certainly one thing for which to be devoutly thankful. Less than a year ago, it really did seem as if we were in a fair way to get into a fight that was, in fact, of no possible interest to us, unless we might happen to have relatives in the army or navy who would thereby gain promotion. And now neither Venezuela nor Cuba, Dongola nor Armenia, stirs the patriotic heart. So little is the interest, indeed, that our great dailies, which are wont to spend columns over European war clouds are so meagre in their comments on what is passing across the sea that it is hard to judge whether it is all talk, as-usual, or whether there is really some danger that the peace which has lasted for nearly forty years is about to be broken. While at our very doors, the Cubans are fighting as bravely as ever, with all the more reason for sympathy that they are dealing with a blood-thirsty tyrant, instead of an honorable soldier; and in place of the throbbing hearts that turned to them last winter, hardly an eye or an ear is bent on their struggles. Verily this is a selfish little world, and we all are alike, in that we give little notice to our neighbor's affairs except when we are idle.

EDW. J. SHRIVER





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**E. E. CLARK, EDITOR,
 J. A. MILLER, Ass't**

THE FIREMEN IN CONVENTION.

The fifth biennial session of the Grand Lodge of the Brotherhood of Locomotive Firemen, held at Galveston, Texas, and commencing on the 14th ult., was in many respects the most successful of all the gatherings in the history of that organization. The attendance was large and thoroughly representative, and the delegates were not only enthusiastic in the support of their cause, but were imbued by a business spirit which led to the prompt, but well considered determination of all questions brought before them. In no instance has the proverbial hospitality of the good people of Texas been given more characteristic display, and every spare hour at the command of the delegates was filled with pleasure which will cause them to long hold in pleasant memory their Galveston meeting.

Galveston. Grand Chief Conductor, E. E. Clark,



F. P. SARGENT, GRAND MASTER.

As is usual upon such occasions, the actual work of the convention was prefaced by an open meeting, held on the evening of the first day. A splendid audience which gathered in the Grand Opera House on this occasion was ample evidence of the genuine interest taken in their guests by the people of Galveston, and the hearty appreciation shown each of the speakers in turn was further evidence that their hearts were thoroughly enlisted in the cause those gentlemen represented. J. H. Norton, of San Antonio, presided over the gathering with an easy tact which went far toward putting the speakers and their hearers in instant and complete harmony. Mayor A. W. Fly gave the delegates a cordial welcome to the city, which was followed by an equally interesting address from G. D. Levy, on behalf of the Labor Council of

was then introduced and responded with a brief address, dwelling especially upon the warm friendship between the organization represented by himself and the Firemen. He also congratulated them upon their splendid accomplishments of the past, and foretold a continuation of these triumphs. A deserved compliment was paid Grand Master Sargent, and the address closed with the expressed hope that all labor organizations might continue to work in unison until the most humble workman in all this land shall be assured of the enjoy-

ment of the full reward for every effort. During the progress of this speech Grand Chief Clark presented the Firemen with a basket of flowers in the name of Division 18 of the O. R. C., at Temple, Texas, and as an evidence of their friendship and good will.

P. H. Morrissey, Grand Master of the Brotherhood of Railroad Trainmen, and M. N. Dolphin, Assistant Grand Chief of the Order of Railway Telegraphers, followed with eloquent addresses, conveying to the Firemen the hearty good will of the men and organizations they represented.

The biennial address by Grand Master Sargent



J. J. HANNAHAN, FIRST VICE GRAND MASTER.

was an able and interesting document, and well worthy of publishing entire did our space permit. He opened with a succinct review of the wonderful growth which has come to the railroads of this country, and more especially to the state of Texas, and with it the growth of the Order he has served with such distinguished ability. A contrast was drawn between the conditions surrounding the organization at the time of its meeting at Harrisburg two years before and those of the present year. This contrast he summarizes most pointedly, as follows:

It will be remembered by the delegates who were privileged to meet two years ago in Harrisburg, that the conditions that presented themselves at that time were not encouraging, but in that delegation were men who had an abiding faith in the Brotherhood, who had not lost confidence in the organization, nor had turned away from their first love, and who were determined to rebuild, to reconstruct and bring the Order back to their former position of usefulness. Two years have passed,

and tonight we again meet and review the record that is before us. We find that the Brotherhood is a substantial, prosperous organization, notwithstanding the fiery ordeal through which it has



CHAS. A. WILSON, SECOND VICE GRAND MASTER

passed, and while its membership is not as great in numbers as it was in 1893, and its lodges have not reached the same number, her standing, financially and influentially, is far superior to what it ever has been before, and we enter this city to engage in duties devolving upon us as officers and members of the Grand Lodge with no reluctance, believing that this convention will be one of the most progressive and harmonious ever held in the history of the Order. The 1229 members in the state of Texas who have contributed so generously toward the reception and entertainment of their brethren from afar, can feel proud of this representative gathering of our Brotherhood. The two fiscal years just closed have been exceedingly prosperous, our membership has constantly increased, new lodges have been instituted, and we find ourselves at the present time at peace with all mankind.

The speaker dwelt with much satisfaction upon the very friendly relations existing between railway managers generally and the members of his order, and of the harmony existing among all railway organizations. He urged upon all present the advantages of thorough federation and expressed the hope that the time is not far distant when every man who has to toil for a living will be a member of a labor union. Some of the time was devoted to an exposition of the advantages already gained by the workmen of this country through organization, and the folly of the men who oppose or neglect to secure these advantages was fitly characterized. Mr. Sargent.

in behalf of the Grand Lodge, expressed their appreciation of the very cordial welcome extended them, and in turn bid welcome to the representatives of other organizations who were there present, assuring them of the warm and steadfast friendship of the Firemen. He closed with an eloquent tribute to the Ladies' Society of the Brotherhood, assuring the delegates that their coming was appreciated and that it was the hope

F. P. Sargent, Grand Master.
J. J. Hannahan, of Chicago, First Vice Grand Master.



CHAS. W. MAIER, THIRD VICE GRAND MASTER.

of every member of the Grand Lodge that their Third biennial convention would be full of pleasure and profit to them.

The report made by Grand Secretary and Treasurer Arnold fully bears out all that Grand Master Sargent said as to the prosperous financial condition of the Brotherhood. It also shows the total membership of the organization on July 1, last, to have been 22,978.

The election, which came on Tuesday, the 22nd ult., resulted in the re-election of all the old officers by acclamation. This was a distinguished tribute to the worth and fidelity of these gentlemen in the conduct of the affairs of the Brotherhood, but it was no more than had been worthily won by them. The official board is as follows:



FRANK W. ARNOLD, GRAND SECRETARY AND TREASURER.

Chas. A. Wilson, of Phillipsburg, N. J., Second Vice Grand Master.

Chas. W. Maier, of Parsons, Kas., Third Vice Grand Master.

Frank W. Arnold, of Peoria, Ill., Grand Secretary and Treasurer.

W. S. Carter, of Peoria, Ill., Editor and Manager Locomotive Firemen's Magazine

Grand Executive Board, James Coutts, Ashtabula, Ohio; H. O. Teat, Atlanta, Ga.; Ed. M. Sawyer, Winnipeg, Man.; Fred L. Barnett, Des Moines, Iowa; F. J. May, Hallstead, Pa.

Grand Trustees, Fred Keeler, Houston, Texas; P. J. McNamara, Buffalo, N. Y.; A. H. Hawley, New York City.

President Gompers, of the American Federation of Labor, was also a guest of the convention, but was prevented by illness from speaking at the open meeting. He afterward addressed the Grand Lodge upon the general subject of the closer union of the forces of labor.

ARBITRATION.

Norman T. Mason, A. M., contributes an article to *The Arena* for September, entitled "Compulsory Arbitration a Practicable Remedy." Starting out with the statement, "The two most

serious objections to the plan of compulsory arbitration in labor disputes are, first, the practical difficulty of making the decision of the arbitrators compulsory, and second, the necessary conse-

quences of its compulsory character. The force of these objections have been felt by the advocates of the plan and they have consequently tentatively confined it to questions arising between certain classes of corporations only and their employes, on the ground that, as a corporation is itself a creature of law, its rights and duties are likewise born of, and, therefore, wholly subject to law," he expresses the belief that the plan can be modified so that these objections will be overcome and so that the proposed remedy will be applicable to individuals and associations, as well as to corporations. He states that the principal argument in favor of compulsory arbitration is because arbitrators in labor disputes "are more likely to arrive at a just decision than either employer or employee." It goes without saying that no one knows so much about the conditions of employment and of compensation for labor performed as the employer of that labor and the men themselves employed, and no one can possibly arrive at a more intelligent or fair decision of the just and proper conditions under which the labor shall be performed and the compensation paid, than the employer and the employee, if they meet each other in a spirit of mutual fairness and with a desire to arrive at a fair, just and equitable conclusion.

The principle, as well as the policy, of all well organized, thoroughly established labor organizations, whose existence makes the world better for their having lived, is to encourage in every possible way the establishment of feelings of confidence between the employer and the employee, and to encourage the settlement of all disputes affecting the conditions of employment directly by the employer and his employees. It is only when the employer and the employee cannot agree that the organization steps in. No policy contrary to this should be adopted by any organization, nor should that principle be discouraged or interfered with by any legislation. Arbitration, if it means anything at all, means that the employer and the employee, having come together in an effort to adjust their differences, and finding it impossible to agree upon some one or more points, in the interests of harmony, and, each by the fact that they consent to arbitrate admitting that they may possibly be wrong, agree to submit the disputed points to the decision of a mutually satisfactory board of disinterested persons, each party, of course, agreeing that the decision of the arbitrators selected shall be accepted in good faith by both parties. Arbitration entered into in that spirit will be productive of much more satisfactory results than the compulsory arbitration advocated by Mr. Mason. It is much more

probable that the decision would be accepted cheerfully from a tribunal appointed and agreed upon by the disputants than from a tribunal in the selection of which they had no voice.

Mr. Mason aptly states: "It is one of the best settled principles of law and the reason of the rule is as well established as the rule itself, that no court will undertake to compel the specific performance of a contract which calls for personal service or labor involving skill or judgment. He, of course, argues that under this well settled principle it would be useless for any court to undertake to require the specific performance of their duties by any employees. He cites the fact that a court could not compel employees to work for a particular employer without encroaching upon their constitutional rights and argues, "How could a court or any tribunal compel unwilling employees to the proper exercise of their duties, say, as railroad engineers and firemen? He again argues that if a decision were against the employer he would be required to continue operations under conditions which he might consider to be ruinous to his business, and that, in order to completely protect him, it would be necessary to regulate the prices to be paid by him for other commodities, as well as labor. He then suggests that as a means of overcoming all of the objections to compulsory arbitration (of which, we, of course, quote but few) that "The labor tribunal should be given authority to embody in its decree a prohibition upon the master's employment of any employee unless he first gave preference to old employees upon the terms prescribed by the decree, and prohibiting employees from applying for work to their old employer without first accepting of the terms of the decree," and says, "This would leave the employer at liberty to operate or close his plant, as he saw fit," and "A decree thus conditioned would also permit the laborer to seek employment elsewhere if he deemed himself able to better his condition by so doing; or, he could refuse to work at all, if he so desired."

Mr. Mason's reference to railroad engineers and firemen justifies the conclusion that he aims to include railroads and railroad employees under the same provisions as those applicable to other industries and their employees. He then states that if a decree unsatisfactory to the employer should emanate, the employer would be at liberty to operate or close his plant, as he saw fit. It is a well known fact that the states who have granted charters to railroads will very properly insist that those railroads be operated, furnishing the service for the communities through which they pass, which the state has a right to exact or

expect under the charter. It is also well known that the general government, which has jurisdiction over interstate traffic, would not permit the interruption of interstate commerce or of the free movement of the United States mails on account of the conclusion of some employer that he would not operate under conditions which might be imposed by this tribunal, were compulsory arbitration made a law.

Mr. Mason hits the nail on the head when he says: "And above all, the force of public opinion would have much to do towards compelling the acquiescence in any decision that might be rendered." The old organizations of railway employees have pronounced emphatically in favor of the principle of arbitration as a means of settlement of disputes that may arise between their members and the employers of those members. That position is simply in harmony with, and voicing the sentiments of, the membership, who are, in reality, the employees. They do not believe in *compulsory* arbitration, they believe that the bill as introduced by Mr. Erdman in the first session of the Fifty-fourth Congress promises much more of good to all concerned than any proposition for *compulsory* arbitration could

promise. It provides the essentially necessary thing, namely, the intervention of the third party in whom both of the disputing parties have confidence. It provides that arbitration, if agreed to by both parties, shall be under certain healthy and clearly defined conditions, and provides that, if so agreed to, the decree of the board of arbitrators, when issued, shall be entered as judgment in the federal courts, and shall be enforced so far as the powers of a court of equity can enforce it. The bill has all of the advantages proposed by Mr. Mason and none of the objectionable features of the compulsory act. It is expected by the advocates of this measure that it, in common with any other law, will depend very largely for its enforcement and its efficacy upon the force of public opinion, and it is believed that the principle of arbitration is gaining such a strong foothold in the minds of the American people that the time is not far distant when, under the provisions of the act referred to, an employer or a class of employees, especially if engaged in semi public service, would hesitate long before they would declare, "There is nothing to arbitrate."

JAPANESE LABOR AWAKENING.

If present indications may be accepted as final the competition of Japanese cheap labor will not be so dangerous for Americans as has been feared. While it is true that they have been making tremendous strides in the direction of manufacturing and commercial supremacy and have already made themselves felt in some of the more important markets of the world, all their advance has been primarily based upon the extremely low wage rate the workmen of that country were willing to accept. Where skilled artisans are willing and anxious to accept something like ten cents per day for their services, and the reward for common labor is correspondingly less, there could be little hope for the Americans, with their present wage rate and standard of living, who should try to compete with them in the open markets. The upper classes of Japan, who have been eager to accept all the material advantages offered by our civilization, have not been slow to perceive the commercial opportunities opened before them by the inborn skill of their native workmen and their contentment under conditions which would speedily starve their American brothers. If these conditions could be maintained the way was clear before Japan to drive the merchants and manu-

facturers of Europe and America from all of Asia and Australasia, if, indeed, they could preserve their home markets from such competition. Fortunately for the rest of the commercial world, however, the upper classes of Japan are finding it impossible to accept the advantages of our civilization and, at the same time, keep their workmen from drinking deep draughts of the spirit of independence which seems to follow it. The current number of the *American Federationist* contains an interesting and highly suggestive article from the pen of Fusataro Takano, of Tokio, Japan, from which we quote the following as being especially pertinent to this discussion:

In a country where the working people have no political influence, and teachings of the Manchester school of economics are the guiding principles of public policy, a rational treatment of the labor problem can hardly be expected, much less proper recognition of the social importance of the working people. Still, those who are closely observing industrial events of our past decade could not fail to perceive that the labor question in Japan is destined to become a subject of serious consideration within the coming few years.

The phenomenal development of the new industries, the attraction of the greater part of the rural population to the cities, the combined oppressions of the working men by the manufacturers,

and the wholesome as well as injurious effects of the machine industries, are telling heavily upon the workers of Japan. Below the seeming peaceful aspect of the industrial world a cloud is gathering, and it is but a question of time until the final outbreak must come. Indeed, we have already witnessed outward appearances of the approaching storm. The strike of the cotton spinners and the brick layers, the demands of the shoemakers, made at the gates of parliament—these are some of the unmistakable signs of social unrest. Where the path of future events will finally lead us, we do not know; suffice it to say that we are already entering upon an era of social revolution.

The writer then goes on to show that the arguments in favor of extending foreign commerce on the basis of cheap wages, can find favor only with the public leaders; that it ignores the great advantages to be gained by building up a home market through improvements in the conditions and standard of living of the wageworkers; that it is a cold blooded disregard for the best interests of the common people, and its only logical conclusion is that the workers should sacrifice themselves in the interests of foreign commerce, and the more they sacrifice the better it is. This portion of the article concludes as follows:

As long as the workers remain in their, dazed condition, and diffusion of western civilization is limited to the higher classes only, the argument will find no opposition, and will undoubtedly be adopted as the national policy. But how long will the workers remain in their semi-conscious condition? Is not the wholesome influence of modern

industries enlightening them? Once aroused, realization must follow. Then the strong opposition against the existing order and fallacious economic teachings will show itself. Class conflict, bitter and fierce, will be waged. Anarchism, communism and socialism will have their sway. It will be too late, then, to seek a rational solution of the labor problem. The history of the labor movement of all western nations offers us ample warnings. Those who are dreaming only of the bright prospect of our industrial world, would do well to turn to the pages of history and learn what danger there is in neglecting a solution of the problem at the proper time.

The remainder of the paper is devoted to a vivid portrayal of the terrible conditions under which the workingmen of Japan must labor, but with that we have no concern in this connection. The important fact is that the engines of our civilization carry with them the seeds of revolution, and that the common people of Japan are no more proof against them than have others been. This paper is of itself sufficient proof that some of the thinkers of that country are awake to the new gospel of the dignity and worth of labor and that the people will not lack for leaders when they finally come to demand their full rights. With such leaven as this working in their ranks, it will not be long until they have seen the new light and their competition will then be no more to be feared than that of any other people of the same native talent.

THE CHURCHES IN FAVOR OF RESTRICTED IMMIGRATION.

No one who has kept pace with modern thought in this country can have failed to note the wonderful growth that has come to the sentiment in favor of the exclusion of foreign immigration. It has been but a few years since no politician would have dared to declare himself in favor of the doctrine of America for Americans, knowing full well that it would mean his political downfall. The fate of the Know Nothings, half a century ago, caused the parties to fight as shy of it as they would of a plague, the church was practically a unit against it, while all, no matter what might be their private convictions, united in condemning as anarchists and agitators the few who dared express their honest views on the subject. Now, one can but wonder at the tremendous change a few years have wrought. The present congress has before it a measure which, if it becomes the law and is honestly enforced, will mean the cutting off of nearly 70 per cent of the present immigration. This measure, or its equivalent, is supported by the great parties, and bids fair to

become the law, without opposition, when the lawmakers are once more gathered at Washington. What is even more wonderful is that the ministers are waking up to the vital importance of this reform, and many of them are finding the courage to support it in their pulpits. Read the following from a lecture recently delivered by the Rev. Dr. M. C. Peters, the noted New York divine, in a Chicago church, and see if you do not think the reform nearly accomplished when such bold words may be heard from such a source:

I would proscribe no man for the place and condition of his birth. He is an American, no matter where born, who loves America for America's sake. But I express the conservative opinion of thoughtful men everywhere when I say that we have now reached a period in our history when immigration without limit is not advantageous to the country or to the immigrant. European communities have long enough relieved themselves of their undesirable classes, in the form of assistance to reach America. Is it not to be regretted in times like these, when hundreds of thousands are out of employment in our own land, that this wholesale im-

migration is allowed to go on? Scarcity of hands makes higher wages. I have a sure cure for our hard times: Suspend all immigration until the men already in this country have found something to do. The European laborer is raw material which even free traders ought to be willing to tax.

History bears universal testimony to the fact that the orthodox church has been last to take up any of the great reforms, and, in that light, are we not now justified in believing that the beginning of the end is near at hand?

STRIKES AND LOCKOUTS.

Volume I of the tenth annual report of the Commissioner of Labor has just been issued by Hon. Carroll D. Wright, the official head of that department. The subjects considered in this volume are the strikes and lockouts during the seven and one half years from January 1, 1887, and ending with June 30, 1894. Each of these topics is treated in that thorough and exhaustive manner which has been characteristic of all the work of this department under its present management, and the method of tabulation, by which the full history of each strike and lockout may be gathered by the reader at a glance, is especially worthy of commendation. It is obviously impossible to undertake anything like a complete review of a work of such scope, filling, as it does, more than 1300 pages with interesting reading matter and valuable tables, within the limits of the ordinary magazine article, but some of the salient facts may be found of interest by our readers.

In opening, strikes and lockouts are defined as follows. "A strike occurs when the employes of an establishment refuse to work unless the management complies with some demand. A lockout occurs when the management refuses to allow the employes to work, unless they will work under some condition dictated by the management. It appears, therefore, that these two classes of industrial disturbances are practically alike, the main distinction being that in a strike the employes take the initiative, while in a lockout the employer first makes some demand and enforces it by refusing to allow his employes to work unless it is complied with." These definitions were followed in making the classifications of the report. The third annual report of this department covered the same subjects, and the time from January 1, 1884, to December 31, 1886, so that the two, taken together, give the statistics for thirteen and one-half years.

During that time there were 14,389 strikes, affecting 69,166 establishments and throwing 3,714,231 employes out of employment. There were 6,067 establishments having lockouts during the same period. The percentage was highest for both strikes and lockouts in 1886. The next

highest percentages occur in 1890 and 1891 for strikes, and in 1887 and 1892 for lockouts. During the seven and one-half years included in the present report, Illinois shows the largest number of establishments affected, both by strikes and lockouts, there being 10,060 of the former and 1,193 of the latter. Next come New York, with 9,539 establishments involved in strikes and 723 in lockouts, and Pennsylvania, with 8,219 of the strikes and 490 of the lockouts. The industries most affected by strikes were, the building trades with 20,785 establishments; coal and coke with 5,958; clothing with 3,041; tobacco with 2,506; food preparations with 2,398; stone quarrying and cutting with 1,993; metals and metallic goods with 1,884; transportation with 1,326; printing and publishing with 608; boots and shoes with 607; furniture with 459; wooden goods with 409, and brick with 406 establishments. The industries most affected by lockouts were building trades with 1,900; stone quarrying and cutting with 498; clothing with 431; brewing with 150; boots and shoes with 130; metals and metallic goods with 128, and transportation with 112 establishments involved.

The number of persons originating strikes during the entire period covered by the two reports was 2,854,249. During the same time there were 342,469 new employes engaged after strikes, and of that number 152,860 were brought from other places. New York leads the principal cities in the number of strikes during the period covered by the present report, having had 2,614 strikes, affecting 6,467 establishments, and throwing 215,649 employes out of employment. Chicago comes third in the number of strikes, but leads and is far in advance in the establishments affected and employes thrown out of employment, the figures being: strikes 528, establishments 8,325, with loss of work to 282,611 employes. The same is true in the matter of lockouts.

Of the 10,480 strikes which occurred from January 1, 1887, to June 30, 1894, 7,294, or 69.60 per cent were ordered by labor organizations, while, of the 442 lockouts occurring during the same time, but 81, or 18.33 per cent, were ordered by employers' organizations. The average dura-

tion of strikes during the entire period of thirteen and one-half years was 25.4 days, and of lockouts was 47.6 days. Of all the strikes 44.49 per cent were successful, 11.25 were partially successful while 44.23 failed. Of the lockouts 40.33 succeeded, 9.58 were partially successful, and 47.75 failed. There were some exceptions to these figures, but they are near enough to give the general results. For the seven and one-half years covered by the report the seventeen leading causes of strikes were: for increase of wages; for reduction of hours; against reduction of wages; in sympathy with strike elsewhere; for increase of wages and reduction of hours; against employment of non union men; for adoption of new scale; for recognition of union; for adoption of union scale; for adoption of union rules and union scale; for increase of wages and recognition of union; to compel World's Fair directors to employ none but union men in building trades; for reinstatement of discharged employes; for payment of wages overdue; for increase of wages and reduction of

hours on Saturday; against being compelled to board with employer, and for reduction of hours and recognition of union; for increase of wages according to agreement. These seventeen causes covered 38,084 of the establishments affected while all the other 574 causes only affected 8,771 establishments.

During the time from 1881 up to the close of the present report the total wage loss to employes through strikes has been \$163,807,657, while they have been given assistance from their organizations to the amount of \$10,914,406. The loss of the employers through the same cause was \$82,589,786. The wage loss because of lockouts was \$26,685,516, organization assistance \$2,524,298, while the employers' loss was \$12,235,451.

These are but a few of the more striking points gathered from a cursory review of the summary. The report is a valuable addition to the economic literature of the day, and must be read for its true worth and the vast amount of labor it represents to be fully appreciated.

An able argument in one of our recent exchanges, in favor of the government ownership of the telegraph, is marred, if not entirely negatived, by the bigoted intolerance of the writer. Among other things of equal argumentative force, he says: "It meets with opposition from no other source, except from the capitalist and monopolistic classes and from those who are influenced, either with bribery or subsidy, to stand against it." There is nothing to be gained by such abuse as this. There are thousands of men just as honest as the gentleman who penned that sentence, and who would go just as far as he dare in support of what they think to be right, but who are, for the present, at least, unalterably opposed to governmental telegraphs. There is too much of this disposition among those who are fighting what they suppose to be the battles of labor to abuse those who do not agree with them and to charge them with being bought up by the monopolies. Thinking men are almost always open to argument, but seldom can they be won by assault. There is no reform, worthy of the name, which is not so strongly grounded in argument as to be invincible, and it cannot fail to win if presented in that way, with due consideration for those who may be opposing it with the very best of intentions. The man who can find nothing more forceful than this to offer in support of his cause is doing it a thousand times more harm than good, and the sooner he can be called c

ter it will be for the cause. It is but another embellishment of the old prayer: "Deliver me from my fool friends."

Most encouraging reports come from all portions of the country regarding the very general celebration of Labor Day and the unusual interest taken in it by the great body of the people. The workingmen in nearly all the larger cities outdid themselves this year in its commemoration, and they were encouraged and supported in it by many who have never before shown the least interest in the day, or the cause it represents. In fact, it has been made clear that the country, as a whole, is beginning to recognize the right of labor to a day set apart in its honor, and to have it celebrated with all the pomp and ceremony possible to such an occasion. All are beginning to realize what such an occasion means in this latter day of the world, and to admit that the only way for the present civilization to continue is through some such channel. All that is left now to perfect our form of government is for labor to be given the full recognition to which it has been so long entitled, and of which it has so long been robbed. We have deified property and property interests long enough, the time has come to give to man some of the worship which we have so foolishly bestowed upon his goods and chattels. It is not that we would have money and all that it stands for mean less, but that we would have men mean

more. Let labor be given the place of honor and of dignity, which is its right. Let it be so that no man will consider his life well spent if he has added nothing, by his own exertions, to the sum total of human happiness, or the general wealth, while idleness will be, to the self-accusing conscience of the able man, the sorest disgrace. This, in the essence, is what Labor Day really means, and it is what it must mean to all before

the present crusade can be closed. Here is the vital center of the reform thought of the day, and when all have seen the dawning of the new light, the long looked for millennium will have begun. To that end, therefore, let the celebration of Labor Day be continued until it becomes, to the newly enlightened conscience of the world, the natal day of a new freedom.

THE SAN ANTONIO UNION MEETING.

The union meeting of railroad employes of Texas was called to order at 9:45 a. m., in the K. of P. hall, San Antonio, Texas, September 9, 1896, by J. W. Nelson, chairman of the legislative board of the B. of L. E. The call for the meeting was then read and a temporary organization was effected by electing E. E. Moulton, of the B. of L. E., as temporary chairman, and T. T. Adams, of the O. R. C., as temporary secretary. The chair appointed the following committee on credentials: B. A. Pickren, B. L. E.; J. R. Norton, B. L. E.; P. C. Woods, O. R. C.; B. Shangle, B. R. T.; D. O. Freeman, O. R. T.

The credential committee, after examining the credentials, made the following report: B. L. E., represented by 18 delegates from 14 Divisions, the O. R. C., by 13 delegates from 11 Divisions; the B. L. F., by 17 delegates from 13 Lodges; the B. R. T., by 14 delegates from 9 Lodges, and the O. R. T., by 4 delegates. We also find many visiting Brothers who are members of the various organizations and entitled to seats, without a voice in the proceedings. The report was adopted and the committee continued.

B. Shangle, of the B. R. T., San Antonio, was elected permanent chairman, and D. O. Freeman, of the O. R. T., Fort Worth, was elected permanent secretary, and J. T. Sutton, of the B. L. E., Big Springs, was made assistant secretary.

Hon. L. S. Coffin then addressed the meeting on legislation, and the efforts he put forth to secure the law governing safety appliances, and wound up by appealing to those present to remember the railway employes' home and assist in its support.

The chair then announced the following committee on

PRESS.

D. O. Freeman.

RESOLUTIONS.

T. P. O'Rourke, Smithville, B. L. E.; E. S. Overhiser, Ennis, B. R. T.; J. S. Burd, Palestine, O. R. C.; E. J. Lowe, San Antonio, B. L. F.; W. W. Nelms, Georgetown, O. R. T.

A discussion regarding a co-operative legislative board was then indulged in, and it was discovered that the B. L. E. and the O. R. T. were the only organizations ready to formulate such a board. The plan proposed at the Fort Worth meeting last year was then read, and the engineers claimed that they could not now co-operate in that manner.

Adjourned at 12:25 p. m. to 2 p. m.

Called to order at 2:15 p. m. by Chairman Shangle.

Several communications were read by the secretary and referred to the committee on resolutions.

O'Rourke, chairman of the committee on resolutions, made a few remarks as to the importance of effecting a permanent organization for the purpose of holding union meetings in the future. One of the plans proposed at the Fort Worth meeting was then read, and Grand Chief Clark was called upon to give some advice as to the best plan of procedure. He thought the proposed by-laws as adopted and recommended at the Fort Worth meeting, with some slight changes, were as good as could be formulated. He also stated that any of the O. R. C. Divisions could co-operate with other organizations in securing legislation, but that it required a two-thirds vote in order to form a legislative board and issue an assessment upon all lodges in the state, but that he felt perfectly safe in saying that his Divisions would again vote on the question of a legislative board and carry almost unanimously.

He was followed by Grand Master Morrissey, who said that the Fort Worth plan for a co-operative legislative board met, with some few exceptions, with his approval, and he advised that it be again ratified and sent back to the lodges requesting its adoption. He suggested that the plan be taken up section by section for discussion and adoption. This was done and adopted as follows:

RULES GOVERNING THE ORGANIZATION AND CONDUCT OF THE RAILWAY EMPLOYEES' CO-OPERATIVE LEGISLATIVE BOARD OF THE STATE OF TEXAS.

SECTION 1. This organization shall be known as the Railroad Employes' Co-Operative Legislative Board of the State of Texas, and shall consist of the duly authorized representatives of two or more of the following named organizations: Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Railroad Trainmen, Order of Railway Conductors, Order of Railroad Telegraphers.

SEC. 2. Each organization shall elect its legislative board in accordance with the provisions of their respective constitutions.

SEC. 3. After the organization of the various legislative boards, and the officers are elected, they shall meet jointly and formulate all bills to be introduced to the state legislature affecting the interests of railroad employes, and act on any matters of general interest that may properly come within their jurisdiction.

SEC. 4. Each organization shall provide for the payment of its own delegates in its own way.

Upon motion the delegates of each organization selected a committee to draft an address to be sent to each lodge of the five organizations in the state, urging upon them the importance of electing a legislative board and co-operating with each other for legislative purposes, who brought in the following resolutions:

Whereas, There exists an immediate necessity for action on the part of the railway employes of Texas toward securing legislation in their interest, and for demanding the repeal of laws detrimental to their welfare; therefore be it

Resolved, By us, the duly elected representatives of the different lodges and divisions of the B. L. E., B. L. F., O. R. C., B. R. T., and O. R. T., of Texas, in union meeting assembled, that we earnestly recommend to the several divisions and lodges of the organizations above mentioned that they immediately take a vote on the question of maintaining a Legislative Board at the sessions of our legislature, and that in event of such proposition being adopted, we further recommend that the Legislative Boards so elected be instructed by their lodges and divisions to co-operate with each other in their efforts to protect the interests of the railway employes of the state of Texas. The expenses of the Legislative Board of each organization to be paid by the members of such organization in accordance with the laws adopted for their government.

[Signed].

C. B. KETCHUM, Chairman, B. L. E.
E. B. CURTIS, Secretary, O. R. C.
O. L. KINSLEY, B. L. F.
W. W. NELMS, O. R. T.
B. J. FITZGERALD, B. R. T.

Adopted.

Adjourned at 5:20 p. m. to 9:30 a. m.

THURSDAY MORNING, SEPT. 10TH.

Opened at 9:30.

Telegram from ex-Gov. J. S. Hogg, at Austin, ten-

dering regrets and sincere regards, was read and referred to the committee on resolutions.

While waiting for the engineers, who were in session as a legislative committee, the meeting was entertained by Brothers Adams, Kinsley, Sadler, Fuller, and others, on the importance of electing proper representatives to the legislature, and not depend too much on a co-operative board. The question of federation was also aired, and Grand Chief Clark, of the O. R. C., who is chairman of the Federated Board, composed of grand officers, explained the Cedar Rapids plan of system federation, and argued that the veto power of the chief executive was a necessity.

At 11 o'clock, State Senator Perry J. Lewis was introduced by J. W. Nelson, chairman of the B. L. E. Legislative Board, as a friend of organized labor, and one who was especially of valuable assistance to the board in securing the passage of needed laws at the last session. Mr. Lewis made a very pleasing address on the needs of the hour and the importance of having a committee to represent the railroad employees at each session of the legislature, not only for the purpose of securing the passage of needed laws, but to prevent the passage of unjust laws. He was responded to by Grand Master P. H. Morrissey, in his usual pleasing and forceful manner.

A rising vote of thanks was given Senator Lewis for his address, and also thanks to himself and Hon. J. A. O'Connor, representative from this district, for their valuable services at the last session of the legislature.

Committee on Resolutions began their report at 11:50 a. m., and adopted as a whole as follows:

"Whereas, We believe the existing organizations, including employes in the train service, as now constituted and conducted, each maintaining its autonomy and regulating its own internal affairs in its own way, yet all united in a comprehensive and clearly defined system of federation, adequate and sufficient for all our needs and purposes; therefore, be it

Resolved, That we, the representatives of the B. L. E., O. R. C., B. L. F., B. R. T., O. R. T., of the state of Texas, in union meeting assembled, reaffirm our allegiance to our separate organizations and unqualifiedly indorse the Cedar Rapids plan of federation.

"Resolved, That we urge upon the employes of every road in this state the necessity of putting the Cedar Rapids plan of federation into effect at the earliest date possible."

"Whereas, The use of union labels is in the interest of union organizations; therefore, be it

Resolved, That we, in union meeting assembled, recommend the blue label of the International Union of Cigar Makers of America.

"Resolved, further, That we pledge ourselves to smoke union made cigars."

The resolutions were adopted.

The following resolution was then presented:

"Whereas, The supreme court of the state of Texas, in a recent decision, renders imperative the fellow servant law; and

Whereas, The system of blacklisting discharged employes is in direct conflict with the spirit and intent of the principles upon which this government is founded, and is glaringly unjust; therefore, be it

Resolved, That we demand such legislation as will give us an effective fellow servant law and a law that will effectually and forever prohibit blacklisting.

"Whereas, There are three bills now pending before the national congress, viz: The contempt bill, the arbitration bill and the Phillips' bill, which are intended to promote the best interests of railway employes engaged in interstate traffic; therefore, be it

Resolved, That we, the railroad employes of Texas, in union meeting assembled, do most heartily endorse the said bills, and request that the senators and congressmen from the Lone Star State give their influence and votes to the support of the aforesaid measures; and be it further

Resolved, That we urge upon the labor organizations of this state to exert every legitimate influence they can bring to bear to assist in the election of representatives to the national congress who pledge themselves to support the said bills."

The resolution was adopted and the secretary instructed to send a copy to each senator and congressman from Texas.

"Whereas, We have been kindly remembered by his excellency, Gov. C. A. Culberson, ex-Gov. Hogg, W. F. Hynes, of the board of grand trustees of the Brotherhood of Locomotive Firemen; F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen; J. E. Archer, of the Order of Railway Conductors, and have profited by the advice and encouragement of Grand Chief Clark, of the Order of Railway Conductors; Grand Master Morrissey, of the Brotherhood of Railroad Trainmen; Assistant Grand Chief Dolphin, of the Order of Railroad Telegraphers, and C. W. Maler, of the Brotherhood of Locomotive Firemen, who have honored us with their presence; therefore, be it

Resolved, That we extend a vote of thanks to each and all of these gentlemen for their consideration and interest in our cause."

"Whereas, Brothers J. Nelson and J. T. Sutton, of the Brotherhood of Locomotive Engineers' legislative board, are entitled to the credit of having brought about this union meeting, and the local committee of arrangements, with Brother J. P. Greene, chairman, and Brother B. Shangle, secretary, are entitled to credit for the able manner in which they have arranged the details necessary to make this meeting a success, and providing for the entertainment of the delegates; therefore, be it

Resolved, That we extend a vote of thanks to Brothers Nelson and Sutton and to the committee of arrangements and its chairman and secretary, Brothers Greene and Shangle, for their labors."

"Whereas, We have been the recipients of many favors from the officials of the Southern Pacific, the San Antonio & Aransas Pass, and the International & Great Northern railroads; therefore, be it

Resolved, That we extend a vote of thanks to the officials of the Southern Pacific, the San Antonio & Aransas Pass and the International & Great Northern for courtesies kindly granted us."

"Whereas, Recognizing the unselfish devotion and indefatigable activity of Mr. L. S. Coffin to promote the welfare and standing of railway employes; therefore, be it

Resolved, That we extend a special vote of thanks to 'Father' Coffin for his great labors and present efforts in our behalf, and that we most heartily endorse and recommend the Railroad Employes' Home of Chicago, and suggest that railroad labor organizations give the Home their moral and financial support."

"Whereas, The citizens of San Antonio, through his honor, Mayor Elmendorf, have given us the freedom of the city and extended their generous hospitality; therefore, be it

Resolved, That we extend the thanks of this body to his honor, the mayor, and through him to the people of San Antonio, for kind favors, and assure him and them that we shall take back to our respective and distant homes kind remembrances of the generous treatment we have received while within their beautiful and progressive city."

A resolution was also adopted thanking the Express and Light for courtesies.

Resolutions were also adopted thanking the Business Men's Club, George Walker, of the Grand Opera House, and Billy Reuter for courtesies and favors shown.

The following resolution, offered by the committee on resolutions, was read and referred to a committee on organization, consisting of Brothers Adams, Fagan, Kinsley, Burke and Pickren:

"Whereas, Past experience has proven that the annual union meetings of railroad employes of the state of Texas redound in great good, not only to the individuals participating, but to the organizations they represent, and believing that a continuance of such annual meetings will be beneficial; therefore, be it

Resolved, That we recommend that this body make provision for perpetuating said union meetings."

The committee on organization brought in the following report, which was adopted:

We, your committee appointed, offer as a substitute, the following resolution:

Resolved, That we recommend that the different organizations here represented that these union meetings be held biennially, at least three months before the convening of the state legislature, and that the meetings be held at the place selected by the co-operative legislative board.

A member of the B. L. E. introduced J. W. Hop-

per, of Denison, and C. B. Ketchum, of Marshall, as the newly elected chairman and secretary of the Legislative Board of the B. L. E., who would look after legislative matters at Austin the coming session of the legislature.

A rising vote of thanks was extended the chairman, secretary and committees for their services. After a motion to adjourn was lost, considerable discussion was indulged in as to the best plan of getting the proceedings before the members at large and the best plan of paying for compiling the report.

D. O. FREEMAN, Secretary.

Approved:

B. SHANGLE, Chairman.

Regarding the other features of the meeting, we are pleased to be able to give the account of an unprejudiced observer, and accordingly quote as follows from the San Antonio Express:

It is doubtful if in her history San Antonio ever entertained a more representative body of railroad employes than are now gathered within her borders. They come from every section of this big state, and each of the five leading railroad organizations is well represented.

They are all here—the engineer, conductor, fireman, trainman and dispatcher, and they are an earnest, intelligent and fine looking body of men. To see a group of them sitting around the lobbies of the hotels they might easily be mistaken for well to do merchants or prosperous lawyers and bankers. Their main point of difference from these classes is that the railroad men are the stronger and more healthy and vigorous looking. The railroad men now here dress well, look as if they eat regularly, and while the majority of them are serious, thoughtful men, they do not appear overburdened with care.

The convention, the official designation of which is the Union Meeting of Railroad Employes of Texas, is composed of delegates from each lodge in the state of the five orders mentioned above. The attendance will reach 500 today, with fully as many visitors who are not delegates.

The general purpose of the meeting is to consult upon questions of interest to the railroad employes in Texas. It is not unlikely that the question of federation will receive the careful attention of the delegates.

The Grand opera house was well filled with a splendid audience at 8:30 o'clock last night, September 8, the hour for opening the union meeting of railroad employes of Texas. It was an intelligent and good-looking audience, and was made up of some of the most representative people of San Antonio and Texas. Seated upon the platform were J. R. Norton, master of ceremonies; Hon. Henry Elmendorf, mayor; M. M. Dolphin, of Kansas City, Assistant Grand Chief of the Order of Railroad Telegraphers; P. H. Morrissey, of Peoria, Ill., Grand Master of the Brotherhood of Railroad Trainmen; Charles Maier, Vice-Grand Master of the Brotherhood of Locomotive Firemen; E. E. Clark, Grand Chief of the Order of Railway Conductors; L. S. (Father) Coffin, of Fort Dodge, Ia.; W. P. Finley, of San Antonio, and the following members of the local committee: J. P. Greene, B. Shangle, James White, George Surkey, N. E. Stevenson and P. C. Wood.

All of the lower boxes were occupied. In one box were Judge Bryan Callaghan, Senator Roger Q. Mills, J. F. Onion, B. F. McNulty, J. T. Burnett, R. M. Page and others, Congressman Noonan and wife, and Dr. Amos Graves and Dr. Amos Graves, Jr., occupied a box. General Manager M. D. Monserrate, of the San Antonio & Aransas Pass Railroad, and Hon. A. W. Houston, general counsel of the same road, with a party of friends, were interested spectators from one of the lower boxes. Senator Perry Lewis and Representative John A. O'Connor occupied the box adjoining that occupied by Congressman Noonan.

The meeting was called to order by J. R. Norton, of the Brotherhood of Locomotive Firemen, who stated that during the last quarter of a century a vast improvement had been made in the mode and manner of living. "But," he continued, "the delegates to this meeting represent a body of men who believe there is yet room for improvement, and we have assembled here to try and devise means for bringing into operation the dormant and rusty labor machinery, trusting that it will be to the interest of all."

He then introduced Mayor Elmendorf, who wel-

comed the railroad men to San Antonio. The mayor said:

"As the official representative of our city I have the honor, and it affords me pleasure to welcome the railroad employes of the state of Texas in union meeting assembled. Without any attempt to flatter you, I can truthfully say that no body of men has ever met in this city superior to this, nor one in which our people should feel a greater interest. In intelligence, industry and sobriety you are superior to a common average of our people, and physically you are inferior to none. No people take more personal risk or are entrusted more with the lives of our fellow beings. Your organization is a worthy one: you are thus enabled to protect yourselves from wrong, and at the same time restrain those who would cause trouble by unjust demands. You are also enabled to know of those in distress, and the common danger to which you are all constantly exposed makes you thoughtful and kind to all who are in distress.

"Trusting that your organization may prosper and that you may continue as you now do, to deserve the hearty co-operation and support of all good people, for the accomplishment of your aims, and hoping you may have a pleasant stay in our city, a profitable meeting, and a safe return to your homes, I now, again, in behalf of the city of San Antonio, bid you a hearty welcome."

Mayor Elmendorf was liberally applauded, and at the conclusion of his address M. M. Dolphin, of Kansas City, Assistant Grand Chief of the Order of Railroad Telegraphers, was introduced and responded to the address of welcome. Mr. Dolphin said:

"Representing the delegates here assembled, speaking for the railroad employes of the commonwealth of Texas, and appearing particularly on behalf of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors, the Brotherhood of Railroad Trainmen and the Order of Railroad Telegraphers, I salute you as the chief executive of this regal and historic city.

"We acknowledge your kindly greeting, appreciate your great welcome and accept your truly southern hospitality during our brief sojourn in your midst.

"We are assembled here without the patronage of the wealthy, the influence of the powerful or the assistance of those in positions of prerogative or trust; but without the pomp and circumstance of high position, political or financial, either by the accident of birth, or the chance medley of popular clamor, we represent the bone and sinew, brains and muscle of the greatest commonwealth on the footstool of God. (Applause.)

"Our purposes are neither mercenary nor selfish, but patriotic, without the stigma of solicitation for power or position, and mutually beneficial and humane, without the suspicion of partisan prejudice, religious zeal or political spoils.

"It is well and fitting that this body should assemble in San Antonio, the cradle of liberty in this southern clime, and the grave of many of the most zealous patriots, that ever unsheathed a sword against human oppression and insolent tyranny.

"It is fortunate that men assembled for mutual assistance and protection may look upon the sullen, silent, blood-stained ruins of the historic Alamo for inspiration to oppose injustice, defend the oppressed and demand that every citizen of this greatest nation under God's heavenly canopy shall stand equal before the law.

"We have fought the battle of the lowly and down-trodden; we have experienced a thousand triumphs and numerous defeats, but our opponents in our humiliation were but the victors of a day, and right will triumph in the end.

"Ask history who are life's victors! Unroll its long annals, and see the Spartans who fell at Thermopylae, the Persians and Xerxes, his judges or Socrates, Pilate or Christ.

"Again I salute your honor, and thank you sincerely for your kind greeting."

P. H. Morrissey, of Peoria, Ill., Grand Master of the Brotherhood of Railroad Trainmen was then introduced. Mr. Morrissey spoke in substance as follows:

"Mr. Chairman, Ladies and Gentlemen, and Fellow Tollerers: I heartily endorse all that my brother Dolphin has said in accepting the gracious welcome that has been extended to us by the mayor of this city. Ten years ago the Brotherhood of Railroad Trainmen met in this city, and I had the honor of

being a delegate to that convention. On that occasion we were welcomed by the then mayor, Bryan Callaghan. (Applause.) And although time may make many changes, may even make and unmake mayors—(Applause)—I find that the brand of hospitality and friendship that comes from San Antonio is the same, whether it is extended through a Callaghan or an Elmendorf. (Applause.)

"Mayor Elmendorf can well afford to welcome to San Antonio the railroad men of Texas. San Antonio is itself a railroad city of some importance. It is a city of railroad homes and where can be found, as a class, men more charitable, benevolent and brave than those in the railroad service? You may find men more rigidly polite and who observe more carefully the conventional forms of society, but you can't find men whose friendships are purer, men who have a more thorough regard for the rights of others, who know their duty and do it offener than the railroad men of our common country. (Applause.)

"I am thankful for this opportunity to tell you briefly of the aims and purposes of these organizations, composed of men who face danger and death to win their daily bread."

He then reviewed briefly the wonderful growth and development of the railroad interests of the country and their importance to the whole people.

"With the development and extension of the railroads," he continued, "came a demand for men who combined brain and brawn and moral courage to operate them. The mistakes of merchants and men in most other callings may be rectified. It is a tribute to these men that history does not show a greater loss of life and property on railroads than it does."

He then reviewed the organization of labor unions or brotherhoods among the railroad employees to promote their moral and material welfare. "These organizations," he continued, "have come with ability to relieve in time of need. Organization of forces is the keystone of success. It is by organizing on conservative lines, pursuing the strict letter of the law, that we hope to work out the solution of the social problem, with equal justice to all. Labor organizations are the natural development of forces that perform duties. The purpose is to protect them in their rights, to shield them from the oft-times oppression of employers. The organization is founded on the truth that a combination of many will secure results that could not possibly be secured by the individual."

"The idea that the sole idea of a labor organization is to raise wages and foment strife between the employer and employee is false. While it is, of course, part of their purpose to maintain fair wages, the primary object is to educate, that once secured other benefits will follow as night follows day."

He then illustrated the effect of organization by contrasting the condition of the railroad brakemen fifteen years ago with his condition today. Before railroad organizations came into existence, he said the brakeman was a very small cog in a very big wheel, and that he had no rights, that any one was bound to respect. "It was a case of all hustle," he continued, "with no promise of reward but death. But organization came the men learned what their rights were, and their improved condition, better and more equitable rules of service, and a higher grade of morals attest the good work of this organization."

"I say again San Antonio can well afford to welcome into her midst organizations of this character. Organizations of this kind stand for American homes, and against anything that will degrade and make it lower. Li Hung Chang, during his visit to the United States, is said to have expressed surprise at the wages paid American workmen. He might have been told that the American workman cannot live on a bowl of rice. No standard of livelihood is too high for the American workman. (Applause.)

"We hear a great deal about the wages of labor. We are just now on the threshold of a most important national campaign, and the workman is the special object of attention of both parties. It is astonishing how important the workman becomes once in every four years. (Laughter.) We are told by one side that if we accept their doctrines and theories we will be taken to Utopia, a land of milk and honey, on a limited express, while if we accept the doctrines and theories of the other side, nothing but grim ruin and starvation will be the result. Both sides tell"

"While certain well-defined principles of political economy have effect on the wages of labor, yet regardless of the success of either of the great political parties, the workmen must look to their organization for the maintenance of the price of labor."

Mr. Morrissey is regarded as one of the strongest and brainiest men in the ranks of organized labor and he made a very favorable impression on the audience last night. He has a pleasing delivery and is an earnest, thoughtful speaker.

Charles Maier, Vice Grand Master of the Brotherhood of Locomotive Firemen, was next introduced. Mr. Maier said in substance:

"It affords me great pleasure to be here tonight. I am going to talk about our organization. I am going to tell you something of the hardships of the organizations here represented. The question naturally arises, what brought about all these organizations of railroad men? If the employers had been just to the employees, if they had given them what was just and right, these Brotherhoods would not exist today."

He then spoke at length of the struggles and trials of the first railroad organizations in this country.

Speaking of the obstacles laid in the way of labor organizations in their early days, he said:

"When these men organized they had to do it in the dead hour of night. Society was opposed to the banding together of labor. People considered railroad men as persons of bad character. Thus it was that when the Brotherhood of Locomotive Firemen organized on December, 1873, eleven men came together in a little switch shanty."

The speaker then recounted the hardships and trials of the order, the unfortunate strikes in which it had figured, the dark days of '77 and '78.

Then the order was reorganized. It had 1000 members and a debt of \$6,000, but from thence it began to prosper and better its condition, until today it has been able to make contracts with every railroad in the country, and secure for its men an increase of 50 per cent in their wages.

"The teachings of our organizations," Mr. Maier continued, "are not to advocate strife, not to antagonize capital and labor, but to protect our freedom and give the roads better men morally and mentally. We meet here in Texas today to secure legislation in keeping with our teachings. We want to do away with strikes. Strikes are relics of barbarism, and no one is more opposed to them than the organizations we represent. We are here, therefore, to ask for legislation that will provide a medium for the arbitration of such differences between ourselves and our employers that may arise."

"It is a well-known fact that in 1886 there was a strike in the southwest, and the governor of Kansas and the governor of Texas took a hand in the matter, and secured an adjustment of the matter. But too often our officials will take a stand that is manifestly antagonistic to us and cause us to lose the strike, sending men over the country begging in vain for an occupation."

"Now is the time for the politician to come forward and stamp under the disgraceful blacklisting. Now is the time; not after the election."

"Every employer has the right to discharge the man whom he does not want, but he has no right to hunt him down and hound him from one end of the land to the other, making him a pauper, or making him a criminal."

"Many honest men had the misfortune to be dragged into the unfortunate strike of 1894, and they have been blacklisted, not only on the railroads, but have not been allowed to work on street-car lines or in packing houses."

"This deplorable strike of 1894 could have been avoided, but the officials who could have prevented this awful conflict refused, and they are now before the public endeavoring to get at the public crib. But if I were you, my friends," continued the speaker, bitterly, "and his sentiments were received with vigorous applause. 'I would give them the cob, instead of the corn.'"

"It is not to political parties," continued the speaker, "that you owe your increased wages and bettered conditions, but to your organization, which have acquired them through their careful and conservative policy."

Mr. Maier painted a glowing picture of the laborer in his home, rating his efficiency as commensurate with his better condition in life. He went through the statistics showing the number of men

in the railway service and work which they performed, pointing out that the efficiency of the men in the service had been brought about by their thorough organization, which had secured for them their higher standard of living.

After a short selection by the orchestra, Mr. Norton, the master of ceremonies, introduced Mr. E. E. Clark, Grand Chief of the Order of Railway Conductors.

Mr. Clark is a man of about 40, thoroughly at home on the platform, and with a ready, delicious vein of humor. His remarks were impromptu. In a happy introduction, in which he likened himself to a conductor who had started out with orders to pick up all the cars on the line, but who found all of the easiest cars to get already picked up, while links and pins were missing here and there, he began his address, thanking the city for its hospitality.

"My predecessor here," he said, "in the course of his remarks, 'has told you that we have 1,000,000 railroad men in this country serving its 70,000,000 inhabitants. Do you realize what that means? It means that one out of every sixteen voters is a railroad man, and that the railroad men have it in their power to receive whatever they might reasonably and justly demand."

"As far back as we may go in history, we have the condition of the master and the servant, and as far back as we may trace this, we have the story of friction between the employer and the employee. The idea of organization of labor, too, has been with us since the earliest days, until now it has developed and culminated in our trades councils."

Here the speaker went into a little digression at the expense of Mr. Maler, who had just preceded him.

"The history of one organization is the history of all organizations," he said, "always thought that our organizations had as many hardships and trials as any other organization, but to-night I have found out differently. The conductors have been out-heroded, as it were, for unlike the firemen, our treasury has not yet been devoured by grasshoppers," he said, amid considerable merriment, alluding to Mr. Maler's recounting of the hard times and troubles of the Locomotive Firemen's Brotherhood.

"The preceding speaker," he went on, "has called attention to the fact that Kansas has an outrageous conspiracy law. I regret to say that Texas had such a law, but glad that it was so amended as to cancel its objectionable features, and principally through the earnest efforts of Senator Perry Lewis, of San Antonio."

The speaker next alluded to the service of the railway employees, and the dangers to which they were daily subjected. "A president of the United States," he said, "has pointed out that the trainmen of to-day face twice the dangers of a soldier in time of war. It is well to honor the heroes who have fallen on the field of battle, but it is also right that we pay some tribute to these heroes in the time of peace."

"Our organizations," he said, "abstain from influencing political opinion, but regardless of all political opinion when it comes to selecting candidates who are known to be our friends and those who are not, the laboring man will always cast his vote for his friend."

"The policy of these organizations can be summed up in these words: Believing we are right, we steadily and fearlessly go forward, asking nothing that is wrong, and demanding all that we feel to be just."

The speaker said that he felt that he was merely a common sort of a freight train whose business it was to get out of the way for the limited, and he retired to give the right of way to the part of the program to follow.

Father L. S. Coffin, the venerable friend of the railway men, was next introduced, and spoke on "What Are We Here For?"

He devoted his address to laying before the public the real character of the workingman, and asked for them that to which he believed them entitled. His address was marked throughout with an intense earnestness and a serious pathos, which left its impress on the audience.

"The public," he said, "has little conception of the true railroad men," he said, "I hope it is different, that here in this land of large hearts, you have a better opinion of him than they have in some other sections."

"O, he's a rough sort of a fellow; just a rough

railroad man, that's all," we hear them say. And thus he is ignored. Even the great Christian church has almost elbowed him out of existence. It presents a pathetic view to me. I see him as he is described in the words of a railroad man, trying to lift and raise himself up by the straps of his boots. Ought he not to receive the help of the public?"

"Down by the sea, I remember well, it used to be part of the opening prayers at service to say, 'and Oh, God, bless the good men who go down in their ships in the main.' Who has heard the railroad man who gives up his life in the public service remembered thus? Oh, well," he added, in pathetic tones, "he's only a railroad man; a rough sort of a fellow, you know."

"In years past, perhaps, he was. Perhaps he drank more whisky, perhaps he played more poker, but that is all changed now, and he himself, through his organization, did it. When you see a railroad man stagger on the street, put it down that he is not a Brotherhood man. When a Brotherhood man falls he is taken before the council, he is talked to by his colleagues, he is earnestly warned, and when he falls the third time, he is gone; he is no longer a Brotherhood man."

"I don't know whether there are any railroad managers in this audience, but if there are, I want to say that you have your railroad orders to thank for your sober and efficient men."

Father Coffin next quoted the statistics of the civilized countries, showing the enormous amount of freight they are handling. All of these carry their goods at an average of 5.04 cents to 2.08 cents per ton per mile, while in the United States the average is only 8 mills per ton.

He asked: "Only by men of efficiency and high character? We beat the world for high character in railroad men. We trust them, as we trust no other class of wage earners. There is no mother but what would trust her babe on a train in care of these men, these brave, good men, to send as far as the coast, either east or west."

"And what have we done for these men? What Christian minister has given a thought to the railroad man who drops in town for a few hours? Have you done anything toward giving them a reading room, where, out of reach of temptation, they can spend their few hours while waiting for their calls?"

"I don't see why an appeal should not be made to the people who are so well served by these men, who turn night into day, and break up their home hours. I don't see why they can't have one day's rest in seven, to stay with their families."

He paid a tribute to ex-Senator Reagan, who had assisted him in securing the passage of the recent interstate railway safety appliance law, and closed with words for the brakemen, the poorest paid men in the train service, who have paid out of their wages \$3,000,000 to the widows and orphans of their fellow brakemen who had lost their lives in this public service.

San Antonio has seldom had the honor of entertaining a more representative body of men than assembled in this city yesterday. The railroad men of any state represent brawn and brains. From their ranks come the general managers of the future. Nearly all of the prominent railroad officials of the United States commenced their careers at the bottom of the ladder. Money and favoritism buy no knowledge of railroading, and without this knowledge no man can rise. It is a business where merit, industry, intelligence, and sobriety win, and when a railroad employee continues to climb, the public knows that he possesses these qualifications, and the limit to the honors he may attain is only dependent upon the opportunity he is offered in the kaleidoscope of railroad ownership in the United States.

Railroad men, as a rule, are self-reliant, and have the sense of responsibility keenly developed. These traits bring out the best in a man's character, and if he be well balanced otherwise, they will inevitably lead to success. They make good citizens. They get good wages and buy homes with them in the towns in which they live. Their lives are full of hardships and danger, and it is a realization of this which accounts for the generous patronage of building and loan associations and savings banks by those engaged in operating railroads.

The people of San Antonio are glad to entertain these delegates. San Antonio is now the railroad center of South Texas. It aspires to become of still

greater importance in this direction in the future. This city is the favorite railroad headquarters in the state, as it is the pleasantest, cheapest, and by far the most desirable place to live. We will always have in this city a large railroad population, and it is the hearty wish of every San Antonio business man that this population shall steadily and rapidly increase.

The Express hopes that the visitors will enjoy themselves. The old city is theirs, to do with as they please. They will find no danger signals except over the sewer trenches. The track is clear, and they can all "run wild" without a time card and stand in no fear of getting "laid out." for they have the right of way.

BORROWED OPINION.

If every union man traveling would demand union goods on every occasion, the country would soon awaken to the importance of this matter. Locally the dealers get used to the demand for the latest by acquaintances, but do not realize the breadth of the union movement, but let strangers walk in day after day and ask for label goods and they soon wake up.—*Saturday Critic*.

No more practical illustration of the value of the trade union need be given than that of the brewery workmen of this city who have had their wages raised and hours shortened by the scale recently adopted. Boston is a thoroughly unionized city now, so far as this industry is concerned, and sets a good example to other cities, notably New York, where many of the brewery workmen have been so busy "ghost-chasing" that their union has been neglected.—*The Labor Leader*.

Among the government reports for the official year ending with last June, that of foreign immigration is perhaps the most interesting. The total shows a considerable increase over the unusually low figures of last year, but it is well below the average for the past fifteen years—a fact which few will regret. Unfortunately, the bulk of it continues to come from Eastern and Southern Europe, from countries that send us the distinctly less desirable type of immigrant. Ellis Island reports 158,389 arrivals from Italy, Russia and Austria Hungary, against only 85,434 from Great Britain, Ireland, Germany, Norway and Sweden.—*St. Paul Pioneer Press*.

Amongst other features of the new railway management is the reversion to the practice, recently condemned as extravagant, of fitting all goods vehicles with the Westinghouse brake. Mr. Mathieson states that he is a firm believer in the necessity of doing this, and adds that for some time past this change has been in gradual progress in various parts of the colony. No reports are yet to hand as to the exact cause of the recent accident at Drouin, but Mr. Mathieson is convinced that, had a Westinghouse brake been attached to the train affected, the disaster could not have occurred in the proportions chronicled.—*New South Wales Railway Budget*.

The richest people in the world are about to make an important change in their condition. They live in the territory of Oklahoma, and are

known as the Osage Indians. Every man, woman and child is worth an independent fortune, and they draw a big pot of money from the United States treasury four times a year. Every grown person or infant owns 1,000 acres of fine land. However the lands belonging to the tribe have not yet been divided up among its members. This is soon to be done, and a result will be the opening of the country to settlement and trade.—*The New Era*.

Organized labor should never permit itself to be diverted from the work it has outlined. No remedies offered from any political rostrum can be of greater benefit to labor than the results born from organized effort and united action. Fair wages, reasonable hours and just treatment must be secured by labor itself. Labor holds in its own hand the only remedy for all the evils existing in the world of industry. It is thorough organization upon strictly trades union lines.—*The Railroad Telegrapher*.

The Journal is not one which condemns all judges because of the few who have vitiated the power of the courts by making use of their position to foster factional or personal ends, but it stands for confining judges of courts within reasonable and legitimate limits of authority, that those who would may be prevented from perverting it and destroying its usefulness as a means of redress and a preserver of liberty, peace and order, with all who come within its scope standing on a positive equality before the law. To secure this and make it a practical fact in the future, it must become a common object of attainment; and voting for this party or that because of platform promises will never obtain the desired end. What is wanted is work along lines that will convey to the minds of all legislators that even judges of courts are not above the suspicion of overstepping their authority, and that that authority must be clearly defined by statutory enactment, and if a common effort is made there can be but little doubt that success will follow. An old proverb says: "No evil is ever effectually cured except by those who suffer from it," and you may rest assured political promises without personal interest being involved by those who make them will never materialize. Organized labor should make it its duty to push this subject along, keep within the scope of common good, and equity will be preserved.—*Locomotive Engineers' Journal*.



Editor Railway Conductor:

Thinking your readers would like to hear something from our Division, and as one Sister has kindly inquired after us in her letter to THE CONDUCTOR, I will respond by saying that Valley Division No. 91, L. A. to O. R. C., was organized at Grafton May 28, 1896, by Sister Wiltse, of Philadelphia. I presume you would have heard from us earlier, but our correspondent has had sickness in her family, almost since the date of our organization, consequently was deterred from writing. We sincerely hope she will soon be able to perform her duty as correspondent.

Our officers installed for the year were: President, Mrs. Z. C. Martin; Vice President, Mrs. T. A. Bradford; Sec. and Treas., Mrs. J. C. Morgan; Sen. S. Mrs. J. Flanagan; Jun. S., Mrs. M. M. Patton; Guard, Mrs. W. L. Newlon; Chairman Executive Committee, Mrs. A. Maxwell; Correspondent, Mrs. P. W. Burke.

Our officers and members are all active, energetic ladies, and are deeply interested in the work. We expect several new members in the near future, and, altogether, I think our Division is prospering and will prove a success, as we are all striving to make it so. We have given two socials, the proceeds of which added considerably to our treasury.

We are anticipating a picnic, which we expect to have on one of the beautiful September days now so near. We have not decided the date, however, but expect to do so at our next meeting. And would be delighted to have Sisters from other Divisions join us in our outing if it were possible.

West Grafton, W. Va.

MRS. M. E. DEAN.

Editor Railway Conductor:

You may think from our long silence that Rapid Transit Division is a thing of the past, but not so. We are more alive than ever, and each member seems to have come back from her summer vacation more interested in the work than before, and more determined to make our Division a success.

During the summer months we held but one meeting a month at the hall, the other meetings being held at the homes of the Sisters respectively. These meetings were purely social affairs, and as such were very enjoyable. The last meeting we held at the home of Sister Wolf. Our hostess set us to work piecing blocks for a nine-patch quilt, with the understanding that the one piecing three blocks the neatest in the shortest time, would be awarded a prize. Sister Long ("who was sure she couldn't sew,") was awarded the first prize, and Sister Brink the second. We have only one fault to find with this affair, and that is that there were not enough prizes to go around.

Our Division has been called upon to mourn with Sister Jeffries, in the loss of her beloved husband. She has been the first of our little band to whom this dark hour has come, and while we cannot understand why one just in the prime of life should be taken from our midst, we humbly submit, and can only say, "Thy will be done."

"Friend after friend depart: -

Who has not lost a friend?

There is no union here of hearts

That hath not here its end.

- M. A. W.

Grand Rapids, Mich.

Editor Railway Conductor:

Sickness has made me a little slow in the performance of my duties as correspondent, but I will now try to make amends, as I know the Sisters will all be pleased to learn how well we are doing and how greatly we are encouraged to push on in the good work. We feel thankful that all our members have been spared to us, and that we meet in our Division room so many who are thoroughly interested in the common cause. Good cheer abounds, the atmosphere is pure and free from discord, and the good of the Order is uppermost in the minds of all. The object of our organization is to improve its members morally, socially, and to lead them in the ways of charity, and the last mentioned should not be the last thought of. We can do nothing better than to make our report of aid for the Home worth mentioning, as there is no worthier cause. I am proud to be able to report that we have always been in a position to meet all demands upon our treasury, and that all calls have been answered.

Our membership is constantly increasing, and while we occasionally lose a member through change in location or business, what is then our loss is the gain of others. The socials given at the homes of the Sisters have been greatly enjoyed, and have proven beneficial to us financially. The lawn fetes are worthy of especial mention, and the ladies who had them in charge are to be congratulated upon their success, and the additions they have made to our treasury.

It was with pleasurable anticipations we accepted the invitation of Division 25 to be with them on June 18. We are always confident of having a pleasant time when we meet with these ladies, and especially with our beloved Grand President, Mrs. Moore. Some fourteen of us were fortunate enough to be able to attend and to say that every one of our anticipations was realized would be to tell but part of the truth. We came away hoping to be permitted to meet these Sisters and their friends often.

A few of us were so fortunate as to attend the

school of instruction in Chicago. It was a grand success, and the ladies of Division 100 are to be congratulated thereon.

On August 30 the members of Division 138 gave their annual picnic, lake Wawasee being the point selected. We attended and found it a very enjoyable affair. The only regrets any of the ladies felt were at not being able to eat all the ice cream the Brothers were willing to treat them to. I shall not be personal, as the Brothers are all so generous. May it be our good luck to attend many more such gatherings, and may prosperity attend the Brothers wherever they may be.

We hope to have a good attendance at every meeting as the weather is cooler. Let every member feel that there is especial need for her presence in the Division room. Sisters visiting in Garrett will always receive a cordial welcome.

Garrett, Ind.

MRS. J. H. PORTER.

Editor Railway Conductor:

If our newly elected correspondent will pardon the liberty, I will take it upon myself to inform you that we are not asleep, nor have we given up our charter. On the contrary, we are wide awake and prospering. The fact is that this is the vacation season when all who can are at the sea shore, the springs or the mountains, and those whose purse strings are too short for this, have borrowed or bought a tent and other camp paraphernalia and have sought the woods to stay until driven in by the frosts of coming winter. The less (or more) fortunate many who cannot leave their homes have shut up their houses, pulled down the shades, cut the bell wire and after stopping the morning paper, have sent a postal card to the society editor announcing their departure from town with the rest of society for the heated term. Barring the milk boy and the grocer they are dead to the world. Notwithstanding the scatteration the season caused among the Sisters there still remained an undercurrent of interest in the affairs of our little Division.

We received one application for membership at our last meeting, and have hopes for more in the near future.

A great sorrow has invaded the home of Brother and Sister Panches, in the death of their only son, Fred, which occurred on the evening of September 3, last. The deepest sympathy of our members is extended to the heart-broken parents in their bitter sorrow.

Quite a number of our Sisters expect to attend the Grand Division at Los Angeles next May. I wish that all might go. Only those who have attended these meetings know what the stay-at-homes miss. I hope this will remind our regular correspondent of her duty; if not, it is just possible that you may hear from me again.

Elkhart, Ind.

ALICE CARPENTER.

Editor Railway Conductor:

It has been some time since Crystal Springs Division has been heard from. We are still in the land of the living and are doing fairly well for the small attendance we have. We have a good membership if they would only come to the meetings, but they seem to think there is nothing in it, so do not take the trouble to turn out. As is nearly always the case, the faithful few do all the work

and bear all the blame when things do not go to suit the others. It is very discouraging to the officers of any Division to not have the support and approval of the members. Please do not think I am what you might call a kicker, but will some Sister please send a remedy for this evil.

I want to say something about the glorious union meeting that was held here July 15 and 16, last. It was the first time the members of our organization, or in fact of any other of the same kind, were invited to participate in a union meeting. We were invited by the local committees of the various organizations to take part in the exercises, and a joint committee was appointed from our members and those of the L. A. to B. L. E. We did all in our power to make the meeting a success, and it was a grand success. I shall not attempt to go into details regarding it, but shall leave that for some Brother or Sister more competent.

We had with us of the ladies of the G. I. A. to B. L. E., Mrs. E. Cassell, Grand Vice President, and Mrs. P. F. Connelly, Grand State Organizer and Inspector. We were much pleased with these ladies. In fact we fell in love with all the G. I. A., and hope to meet them again. Of our own there were present Sister Moore, Grand President; Sister Higgins, Grand Secretary; Sister Wiltse, Grand Senior Sister; Sister D. C. Condon, of Capital City Division; Sisters Crawford and Kaskey from Martinsburg, W. Va., and a great many others whom I did not meet. All were charming, cultured ladies, and won the admiration of all they met while here.

The eloquent addresses of Sister Moore, both in and out of the Division, the sweet words of thanks from Sister Higgins, the more vivacious ones from the Sister from the Quaker City, and the sweet music from Sister Condon will long live in our memories.

The excursion to the Grottoes was also a subject fit for another pen. I wonder if Brother Sargent of the B. of L. E., ever thinks of his angels, or if he still thinks he will be a better man if he ever gets to earth again. I hope so, anyway. Brother Sargent need never be afraid if he always keeps such good company as he had through the cave. May we have many more such meetings.

Roañoke, Va.

MRS. M. J. JENSELLE.

Editor Railway Conductor:

In reading THE CONDUCTOR of September, I notice but five letters from the L. A. to O. R. C. What are the correspondents of each Division doing? I suppose house cleaning is the order of the day.

We are always quite anxious to see THE CONDUCTOR of each month and hear from the different Divisions. It seemed strange to see so few letters from the correspondents.

Since my letter of last month our President has been quite ill, but am pleased to say is getting better.

On September 23 was our regular meeting day, and our President, who was not in the least feeling well, made it a point to be with us. Then, why with such an attending officer, should we not take the same interest in our meetings and our work? Let her see that we stand by her.

On the 22d a social was held at Sister Long's. Most all the ladies were present, besides quite a number of outside friends. All spent a very pleasant evening, especially the Junior Sister, and I feel sure King Dido did.

In the past month our brotherhoods have been

doing a good work. First they held a festival, with the proceeds of which they purchased an ambulance for the Mary M. Packer hospital, besides presenting the hospital with quite a sum of money. Next they held a union picnic, proceeds of which are to be given to a disabled Brother, and since have presented an invalid chair to the hospital. It is plain to be seen they are all good workers, always looking ahead to see what they can do. I often wonder why there are not more of the conductors' wives members of the L. A. I should think they would feel proud of their husbands being such faithful workers, and try and help the good cause along, and encourage them in this good work, which can be done by being a member of the Auxilliary, as we are bound together for that purpose. I do not feel that it is any of the Brothers' fault that their wives are not one of our number.

Sunbury, Pa.

Roxy.

Editor Railway Conductor:

The poet sings: "Sorrow's crown of sorrow, is remembering happier things." These beautiful lines are thoroughly felt when perusing the letters in *THE CONDUCTOR* for the past few months, wherein so many of the Sisters have spoken of their visit to the beautiful, sunny southland one little year ago. Yes, as we gaze down the vista of the past year, our convention stands out very prominently to us as Sisters—a band of workers, bound together by the tie, "True Friendship." On the walls of our memory hang the portraits of numbers of our Sisters from the north, east, south and west, whom it was the happy pleasure of the members of Golden Rod Division to meet. The kindly words spoken, the hand-clasp warm and tender, linger with us still. This May it was sad that we could not meet again in our sunny clime, where the flowers ever bloom and the birds ever sing. However, the crown of this sorrow is living in the memory of the happy incidents of our last convention. The memory of that week of business, gaiety and pleasure is a sad, sweet memory. Sad because some of our Brothers of the O. R. C., and Sisters of the L. A., whom it was our pleasure to meet and form a lasting friendship for, have been called to join the innumerable host in that fadeless realm,

"Beyond the dome,

Where angels welcome breathe to,
Home, sweet home."

Their faces will be missed, sadly missed, at our next convention, which meets on the golden shores of California, but fanned by fragrant recollections, sweet memories will spring up, around which hallowed associations will ever cluster.

The social atmosphere of our Division has been wonderfully stimulated by afternoon receptions given by the following warm-hearted Sisters Rose, Rainey, our efficient President—Johnson, Harris and Gaar. Each proved to be a most delightful hostess, entertaining in her own peculiar way, but to the eminent satisfaction of all present. Those delightful hours of social intercourse were intermingled with refreshments of the most palatable nature. How I wish I might go into details, since each Sister so thoroughly deserves especial mention.

Our Auxilliary has lost one of its true, devoted members in the removal of Sister Kellogg from

our city to Savannah. Her face will be missed from its accustomed place in our rooms, but into the avenues of our hearts has crept a feeling of true friendship which neither time nor distance can ever obliterate. While Atlanta has one star less in her Auxilliary crown, Savannah has had a bright and shining one added to hers.

It is the source of much pleasure to note the convalescence of Lizzie Berry, the daughter of our beloved Sister Martin. May God, in His all-wise providence, see fit to restore Lizzie to her parents, strong and well.

It was, indeed, a pleasure to accept an invitation from the members of Division 202, and be present at their annual barbecue. The "cue" was a success, as is everything those Brothers undertake. They have a thorough knowledge of entertaining, and the faculty of knowing how to display it. All who were so fortunate as to attend, are loud in their praise of the Brothers, and it is all highly merited. My especial thanks are due to Brother and Sister Olliver for the many courtesies extended during my stay in their city. They spared no pains in making my stay a pleasant one, and right well did they succeed.

Sister Mooney has been sadly missed from our Division rooms during her illness. Her bright and timely sayings and genial good cheer sent a ray of sunshine into our rooms, for which we now long in vain. In fact there are faces missed at each of our meetings. Sisters, we must improve on that or we cannot hope for the Dustan medal another year. Each one of us has an important duty to perform in making our Order a success. Our great central aim should be to attend all meetings, if possible, and endeavor to make of our rooms a palace of enchantment, from which sweet associations and memories will ever kindle and grow. Each meeting we attend is stimulating and inspiring to us. They influence us to keep our heads well poised and our hearts seeking after the noblest and best things: thus unconsciously weaving silver threads around the hearts of all the members of our Division.

The hearts of all the Sisters go out to Sister Legerton in the fullness of their sympathy in this, her saddest bereavement, the death of her husband, Brother Legerton. May our gracious Heavenly Father, "who doeth all things well," comfort and sustain her through this affliction. Mourn not, dear Sister. Brother Legerton has gone to that home beyond the stars, where the weary weep no more.

"There fragrant flowers immortal bloom,

And joys supreme are given."

Atlanta, Ga.

MRS. J. A. HOBBS.

Editor Railway Conductor:

Owing to the fact that Division 83 adjourned for the summer, there has been, of late little occasion for your correspondent to take up space in *THE CONDUCTOR*, hence I have not written for several months. Our last meeting was held September 3, and I regret to report that it was not so well attended as it should have been. Some of our Sisters are not taking the interest in the work they should, and thereby fail to push forward the cause for which we are united. Come, Sisters, do not let trifles keep you at home. Encourage the officers and workers by your presence, and let us all work

together in harmony, keeping in view the obligation we have assumed.

On June 23 we gave an excursion to Salt Air Beach, which proved to be an encouraging success. It was well attended, the day was beautiful, and all went in for a jolly good time. Sister Robinson has returned from a pleasant visit in Evanston. Sister Middleton is home again, after a very enjoyable visit to friends and relatives in the west. Our Secretary, Sister Smith, is spending the summer in the east. We shall all be glad when she returns, so she can fill her place in the Division again. We are contemplating a celebration of our first anniversary as a Division, also a Thanksgiving ball, of which you will hear later. Our best wishes for all the Auxiliaries.

CORRESPONDENT 83.

Ogden, Utah.

Editor Railway Conductor:

The development of our department in THE CONDUCTOR has been of great interest to me, as has been the work of the Auxiliary. I know that if the wives of the O. R. C. only knew how laudable are our purposes, they would hasten to join our ranks. Charity is our watchword, and well do the Sisters of 28 live up to its meaning. Surely, if any class of women should be good, true friends, we should, for we have a common anxiety for our loved ones, and how could anyone outside sympathize with us in the terrible bereavement that comes to some, as we could with one another. That is what I think the Auxiliary is good for, to bring us together so that we may get better acquainted. Not only that, but the entertainments which we give put us on our metal to cultivate whatever talents we may have, and keep up that which has been cultivated but allowed to run down through want of attention. By so doing we can make of the Auxiliary an intellectual, as well as a social and moral benefit.

Turner Division has met with a great misfortune in the loss of our Secretary and correspondent through the death of her husband, Brother Elliott, who was Chief of Division 53, and was loved and esteemed by all who knew him. He was sick but one week, and while all that love could prompt was done, it proved unavailing, and we can only say, "Thy will be done." His sister, Mrs. S. E. Spaulding of Kansas City, was with him, and all of the L. A. Sisters were willing to assist. Sisters Eggleston and Knapp were especially devoted, as was Brother Hite, who accompanied the bereaved wife to her home in Springfield, Mo. Sisters Stone and Arthur were our floral committee and made some lovely designs, while Brother Grant's silent token of Brotherly love was thought by the Sisters to be appropriate to be buried with the departed one. Sister Elliott has the sympathy of all, and their prayer is that she may be divinely comforted in this sore trial, and be roused from grief by the claims of duty to her little son, whose welfare demands her care and affection.

I am also sorry to state that Sister Arthur has passed under the chastening rod, losing her baby, Fay, about two months ago, while visiting her parents. How great is her comfort in the assurance that the Good Shepherd "who careth for His flock," has taken the gentle lamb into His own fold. Your child has gone to Him who said, "Suffer little children to come unto me." We know not but in an hour may come. That a higher than our power may console you is my earnest prayer.

"As we cull in the fresh, dewy morning.

Spotless lilies all fragrant and fair.

And in Jesus' dear presence then lay them

To exhale all their hearts' perfume there.

So, today, though we weep o'er the off'ring,

For our hearts fondly cling to it still,

We can lovingly lay our sweet darling

On the altar of God's holy will."

We have been meeting but once a month during the hot weather, but will meet twice a month hereafter, as some of the members think we have been losing interest by not being together oftener. Our monthly teas have been well attended. The last one at the home of Sister Hastings was a decided success, both socially and financially, but that is no wonder, as both Brother and Sister Hastings are universally liked. Our next will be with Sister Knapp, and let us hope to see all the Brothers in attendance, as our "hen parties" grow monotonous.

Allow me to take this opportunity to tell the Sisters whom I met at the last convention of a new arrival at my home, and as the campaign song of this year should be, on account of the presidential election, "Sweet Alice, Ben Bolt." I have called my baby Alice (for gold.)

I read, in the August CONDUCTOR, where Sister Holbrook is urging the Brothers of Little Rock Ark., to help talk up an Auxiliary. Now, Little Rock was my home some six years ago, and I know there is no reason why the Brothers should not urge their wives to organize a Division there. Your humble servant would like an excuse to visit her old home in behalf of the L. A. We must not be unwise or selfish, but always have a ready and willing hand to help our Brothers and Sisters who are in distress.

MRS. J. L. TYGARD.

Denison, Tex.

Editor Railway Conductor:

It does not seem possible that nearly three months have passed since my last letter to THE CONDUCTOR, but, nevertheless, it is true. Our Division is progressing nicely, and was well attended during the warm weather. We had a picnic at Eldridge Park in July, to which all the O. R. C. and their families were invited. They came, over 100 strong, and seemed to enjoy themselves, especially at the tables, that fairly groaned under the load of good things provided. The only drawback was that we could not get the Chief Conductor of 374 to make a speech. Come, Brother, spur up, for another time you will not get off so easily. We were glad to have with us that day Sisters Garr, Drake and Creamer, from Huntington, Ind., who were the guests of Sisters Bowman and Burrows. They were also entertained at the homes of our President, Mrs. J. T. Walsh, and our Secretary, Mrs. A. C. Smith, as were also the Auxiliary and their families, and we vote them royal entertainers.

At our last meeting we initiated one member Mrs. W. S. Kendall, of Sodus Point. Although living so far from us, we feel that she is interested in our work. Saturday, the 26th, is our annual, and we meet in the afternoon to practice our new drill, that we have recently purchased and hope to be able to use at our next installation of officers. Later we go in a body to a near-by restaurant for lunch, in honor of the day. We are also planning a trolley party, to be given in a week or two, and hope to make it a success. We hope that if any

the Sisters are visiting in the city they will try and find their way to our Division room, where they will find a warm welcome.

Elmira. N. Y.

Editor Railway Conductor:

Our Joint picnic held at Rocky Mountain Lake on August 12, last, was a grand success. Boating, fishing and dancing were the amusements of the day, and at 4 p. m. an elegant lunch was served. We also gave a ball, on the evening of August 27, at Martin's dancing academy, which was a very pleasant affair. September 16 is our fourth anniversary, and it will be celebrated in all due form, cake and ice cream being the refreshments.

Brother and Sister Sadd have returned to their home in San Bernardino, Cal., and they will be greatly missed by the membership of both Divisions. Sister Steinmetz is rusticating in the mountains for a few weeks. We are glad to be able to report that our sick Sisters are able to be about again.

Sister Bartlett is expecting to visit in Chicago soon. Sister Briggs was very sick while visiting in Colorado Springs, but was much better when she returned, and was able to attend the ball. We all enjoyed reading the letter by Sister Landis in the August CONDUCTOR, and hope she will like her new home.

Mrs. Davis, who is not a member of the L. A., made us a present of a very nice pin cushion, by the sale of which we added a neat little sum to our treasury. Sister Shinn also presented us with a beautiful hand-painted plate, which the ladies are now raffling off. We would like to call the attention of all the Sisters to our L. A. pin, such as we presented to our Grand President. Just order one and see for yourselves how beautiful they are. Brother John Kissick is reported as being on the fair road to recovery.

MRS. E. E. GORDON.

Denver, Colo.

Editor Railway Conductor:

Monumental Division continues to prosper, and, while the attendance at the last two meetings was not what it might have been, the absentees were in the direct line of their duty. On the whole, our members are loyal, and take great interest in doing anything that will benefit the conductors and their wives. Among the methods we use to attain this end are Friendship, Sociability, Pleasure and Harmony. We still retain the custom with which we started, that of having regular monthly socials. Our last was held last Thursday evening, at the home of Sister Claybaugh, and was a success, as usual. One feature of these gatherings is, that not only the members attend, but they are accompanied by their husbands and children, and the enjoyment experienced is shown by the fact that all who attend are anxious to go again. We were entertained, as usual, by amateur talent, which seems to be growing better with acquaintance. The Brothers of Division 5, who are always at our parties, appear to more than enjoy themselves, and try to outdo each other in efforts to make all present participate in the enjoyment. Brother Mike O'Neil must be nearly exhausted the next day, as he is one of our best friends. We have missed for some time Brother Cornelius Curran, better known as "Doppy," who is also a good entertainer. Bro.

Claybaugh is not slow, and spares no effort to please the guests of the evening.

Collins Division gave their annual excursion to Bay Ridge last August, and on that occasion we presented Brother M. J. O'Neil with a handsome gold O. R. C. pin for the interest he has and is now taking in our Auxiliary. We intended presenting one to another Brother of the same Division, but he was not present, so we are waiting for an opportunity to complete the program.

Sisters Littleton and Mitzell are sick at the present writing but am glad to be able to report that both are recovering. Sister Tische is always full of fun. The supper at Sister Claybaugh's was a credit to the Division, showing that conductors' wives know how to please the taste. Sister Tische was crowned "Belle of the Ball" with a crown of fruit, which she wore home, and "Doppy" had it in his basket the next day.

We have established sick and death benefits, which, I think, is pretty good for so young a Division. Arrangements are now being made for our first anniversary, which will be held in Baltimore on November 16, and a cordial invitation is extended to all the Brothers and Sisters who happen to be in the city on that day.

I learn that Brother C. H. Wilkins, A. G. C. C., was visiting Division 5 at the last meeting. We can but regret that he was not here on our meeting day, so that we could have invited him to call. Our officers are made of the right material and certainly do credit to the Division.

Sister Wiltse made a flying visit to our President, while on her way home from Chicago, and Sister Shipley, of Cumberland Division, was also her guest. Sister Galvin was taken suddenly ill last week, and at this writing is very low. We hope for her speedy recovery, and shall miss her greatly, as there is nothing she is not willing to do for the good of the Division. I wish to congratulate the Division on having secured for Secretary Sister Late. We realize her worth and hope to prove that appreciation by more than gratitude.

Baltimore, Md.

A MEMBER.

Editor Railway Conductor:

The old saying, "No news is good news," applies very aptly in our case. When THE CONDUCTOR fails to hear from Division #4, it must take it for granted the Order is running smoothly, with bright prospects for future usefulness, full of anticipation, and it must be confessed, some anxiety, in regard to the entertainment of the Grand Convention, which will meet here in May. Easterners recognize the fact that it will be the chance of a lifetime for them to see the golden west, and they intend to avail themselves of the privilege. From far and near comes the word, "We will be with you in '97."

Last week Grand Chief Conductor E. E. Clark paid our city a visit. His coming was eagerly looked for by the conductors, as there was much business of importance to transact. On one occasion during his stay, the ladies served cream and cake. Our President, Mrs. Garber, made a few remarks appropriate to the occasion, which were responded to by Chief Clark.

Our meetings have been sparsely attended of late, owing to the warm weather, which has driven many to both mountains and seashore. Now, however, as the cool weather of autumn has blown,

the wanderers will gather home again, and we will look for a fuller attendance and renewed interest.

Angel City Division, 34, wishes all Sister Divisions throughout the land prosperity and happiness.

Los Angeles, Cal.

MRS. E. T. HAGGIN.

Editor Railway Conductor:

It is my pleasant duty to inform you that Division 50 is flourishing, and the members are by no means idle. We recently celebrated our second anniversary, and had a most enjoyable time. Brother Parker, one of our best conductors, opened the program with an excellent speech, and if more of the Brothers were as interested in us we should soon have a splendid Auxiliary.

We have taken in two new members in a short time. Our Division has already proved a source of great enjoyment to us, and we hope every conductor's wife who is outside the charmed circle will take advantage of the first opportunity to join us. Our mottoes are "True Friendship" and "Do unto others as you would have them do unto you," and they should be practiced through life with a warm heart and a ready hand.

Sister Wiltse, our G. S. S., recently paid us a visit, and while here, instructed us as to the insurance. We are assured that the protection is absolute, and if you are so fortunately situated as to never need the benefits, do not forget that others may be less fortunate, and that there are moral benefits which may outweigh the material.

There has been some talk about a visit from our Grand President, Mrs. Moore, and we hope she will not forget us, as we shall be very glad to meet her. The same invitation is open to all the Brothers and Sisters who are interested enough to give us a call.

MRS. W. T. SCOTT.

Wilmington, Del.

Editor Railway Conductor:

The following resolutions were adopted by the Ladies' Auxiliaries of the B. of L. E., O. R. C. and B. of R. T.:

Resolved, that we tender a vote of thanks to the local Divisions (viz.) O. R. C., B. of L. E. and B. of R. T. for the invitations extended to us to attend

the union meeting held in Masonic Hall, Sunday August 30,

Be it further resolved, we extend to each Grand Officer a sincere and hearty vote of thanks for the many kind words spoken by them for our Auxiliaries.

To Mrs. M. C. Orr, Grand Secretary, for insurance connected with the B. of L. E. Auxiliary for the kindly advice she gave in regard to insurance.

Also to Brother Blythe, of the B. of L. E., for his thoughtful kindness in preparing the hall for our evening entertainment.

Be it further resolved, a copy of these resolutions be sent to the journal of each organization represented, and a request that it be published in the Ladies' Department of said journal.

MRS. S. G. STANTON, L. A. to O. R. C.

MRS. D. SCHOOLEY, G. I. A. to B. of L. E.

MRS. BEILE MOORE, L. A. to B. of R. T.

Indianapolis, Ind.

Editor Railway Conductor:

Capital City Division is in excellent condition, both as regards its finances and its membership. We have been very fortunate the past year, having taken in seven new members, with several more in view. The attendance at our meetings has been good, and much interest has been manifested by most of the Sisters.

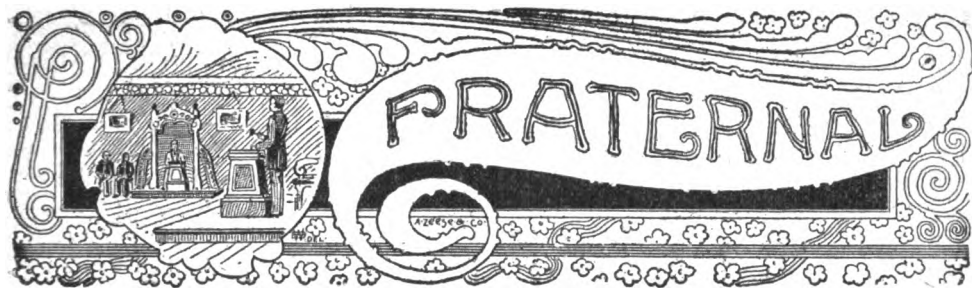
Much to our regret, our President, Mrs. John Shoemaker, has been compelled by removal to resign her position. We shall all sadly miss her, as she was a loyal officer and a good worker. Our best wishes for future success and happiness go with her. Shortly before the departure, our Junior Sister, Mrs. Chas. Wilson, gave a reception to the Auxiliary in her honor. A delicious luncheon was served, after which our newly appointed President presented her, in the name of the Division, with a costly vase and a handsome bouquet of cut flowers.

I wish to thank the Brothers of Hollingsworth Division for their attendance at our gatherings, and to assure visiting Sisters of a cordial welcome from our members.

MRS. T. J. HICKEY.

Columbus, Ohio.





Editor Railway Conductor:

Very naturally conductors are interested in the all absorbing money question this year. No fair minded person will deny to another the same right which he reserves for himself, viz.: to believe and vote as he sees fit. If he chooses to express his opinions publicly, he must concede the same privilege to others, and if they do not agree with him, there should be no hard feeling—always provided the references to his opinions are made in a friendly and courteous manner. In the September number of *THE CONDUCTOR* a communication signed "Jack Rabbit" attracts my attention. I particularly invite your notice to the opening sentence, in which he says: "At the commencement of a national campaign the political parasite expresses great interest in the laboring masses," or words to the same effect. He then proceeds to class those who favor a gold standard among the aforesaid "parasites." Admitting that there is such a class as he mentions, I desire to call attention to the moral, social and business status of the advocates of the different sides of this question. I submit that the adherents to the gold standard include in their ranks nearly all the prominent statesmen of our country, among whom are gentlemen of no less distinction than the president of these United States and the secretary of the treasury. In addition to these there are no more earnest supporters of the gold standard than their predecessors, Ex-President Harrison and Ex-Secretary of the Treasury, Mr. Foster. A very large majority of our most successful business men, especially those best posted upon financial matters, believe that serious disaster would result to our country if we should adopt the free coinage of silver. Are these gentlemen the "political parasites" referred to in our Brother's letter?

All our successful railway managers are of the opinion that such a change would mean bankruptcy to our railroads. In this connection this thought occurs to me: We conductors are entrusted with the direction and management of our trains, an engineer with the control of his engine, the roadmaster to have charge of the track, etc., etc. The duties of each are clearly defined. Did you ever notice how tenaciously we insist upon our ability to perform the duties assigned us? This being so, is it not a fair proposition that we concede to the fellow employes to whom is assigned the direction of the financial policy of our railway companies the same consideration we demand for ourselves? I think it is but just to say that, while we expect our opinions to be respected as concerning our respective duties, the opinion of the official upon whose shoulders rest the responsi-

bilities for the financial success of the company which employs us, is entitled to like consideration from us. The right to reason and investigate for ourselves shall not be resigned, however. Such reciprocal consideration as I have mentioned we are asked to give by many of the leading managers of our railway companies. At the same time they have, very properly, publicly stated that no employe will jeopardize his position if he fails to agree with the officials as to the possible evil effects of the free coinage of silver.

In the communication before referred to the statement occurs that our dollar is not good the world over. Is not the gold contained in one of our coins worth just as much as bullion as it is in the coin, barring the slight reduction for abrasion? If our government is careful not to issue more currency, either silver or paper, than we can maintain on a parity with gold, and the credit or word of the U. S. government is pledged to maintain such parity, does anyone deny that the dollar of the United States is good the world over? Jack Rabbit says any kind of a dollar that increases in value, while the products of labor decrease in price, is a dishonest dollar. If labor is paid the same number of dollars, of the increased value he mentions, as it can expect to receive of a less valuation, is it not so much better for labor? If the free coinage of silver would make the dollar worth only 50 cents to workingmen, every gold standard advocate would be its champion, he says. Does he forget the dollar would be the same value to all? The employer, in protecting the value of his own dollar, protects that with which the workingman is paid. Therefore, it is true that they do not fall over each other to secure the cheap dollar. The mine owner is an exception to this rule, however. He takes 53 cents' worth of silver to a mint and it is coined into a dollar, and is returned to him. He pays it to one of his miners as one-third of his day's wages, supposing the man earns three dollars a day. The purchasing power of one of these dollars, at prices which will prevail under free coinage of silver, will be half that of gold, or the same that 50 cents will buy under our present standard. I ask, is not this a 100-cent dollar to the mine owner and a 50-cent dollar to the laborer?

Referring to the decline of farm products, he says that by cunningly manipulated statistics, they show the farmer has received as high prices for his products the last five years as he ever did. I am not a farmer, but I have submitted this proposition to practical farmers, and they agree with me that, taking into consideration the expense of planting, tending and harvesting the crop, at the average prices received the last five years, the farmer is bet-

ter off than in 1873. He says gold bullion is twice as valuable as it was in 1873, measured in commodities. What is the effect upon railway employes, if this is so? Our wages are higher, that is the rate per day or month is higher, than in 1873. We are paid in gold or its equivalent. Bring back a feeling of confidence to the business men, capitalists and manufacturers of this country, thereby giving to our railroads the great volume of business which must necessarily follow, and the railway employes will be making from thirty-five to forty days a month. Will they object to the value which the gold, with which they are paid, has attained? Gold being the standard of the principal countries of the world, cannot suffer as great a fall in price as silver has. How can a dollar be called a robber dollar which will buy a greater amount of the commodities which the workingman needs, provided he is paid the same number of such dollars for his month's work as he received when they possessed a less purchasing power?

I cannot see the application of his reference to the government purchasing the ten dollar gold piece, or the payment of taxes in gold. Explaining the illustration, he makes of the standard dollar of the United States, the Mexican and our trade dollar, he says the Mexican and trade dollars not being legal tender in this country explains the whole secret as to why our merchants can give a customer a Mexican dollar instead of 50 cents as change. Does he know that the same thing is done in Mexico? Surely the Mexican dollar is legal tender there. It is a fact, nevertheless, that you can give one of our dollars in Mexico for an article worth 50 cents, gold value, and get as change either a Mexican dollar or a U. S. 50-cent piece.

Again, he refers to a certain resolution introduced in congress in January, 1878, by Stanley Matthews, of Ohio. If the passage of that resolution permitted the payment of any debt contracted by this government through the issue of bonds, by the sale of which we received money as good as gold, does he claim its passage would have been honest, if it provides for the payment of the debt in dollars less valuable than gold? Does he know that all U. S. loans have been refunded since 1873, and that on a gold basis? The average life of a mortgage is five years. All debts contracted and loans made since 1873 have been made on a gold basis. Every debtor has received gold value in money borrowed or goods bought, and every creditor has given gold values. Does he deny that, if, through the adoption of the free coinage of silver at the ratio of 16 to 1, these debts may be paid with a depreciated dollar, it would be repudiation and dishonor in 1896? He scouts the idea that this country would be the dumping ground for the silver of the world. It will be so, however, as long as a profit can be made by bringing it here. It is not expected that the foreign silver owner will bring it here himself, or take it to a foreign country after it is coined. Our enterprising business man and employer of labor will buy it at the market price. Today it is quoted in London at 30½ pence, or 60½ cents per ounce of 480 grains. At this price, the amount of silver required to make a dollar, viz.: 317¼ grains, would cost about 47 cents. Would not our employers of labor take advantage of such an opportunity to procure cheap dollars with which to pay their employes?

He says a continuation of th

create a worse industrial situation in this country. I reply, the industrial situation was never as good in any country in this world as it was in the United States in 1891. Labor was never better paid. We railroad men were making full time, or better at the highest rate per mile or month ever paid. The dollar which we then and still receive was good gold. I do not agree with Jack Rabbit that money will be more scarce, and, therefore, dearer. The restoration of confidence in our country will induce those who have money hoarded away in safe deposit vaults or invested in safe enterprises which pay low rates of interest, to loan it to men of enterprise who will start the wheels of trade and manufactures in motion. We have an abundance of money in this country when once it gets in circulation. It will mean for the railroad men full time and full trains, with wages paid in the equivalent of gold and not in a debased currency of a more or less fluctuating value.

Jack Rabbit says, in the commencement of his article, the "parasites" recommend the gold cure. I submit that the advocates of free silver are proposing a cure for existing evils. Their remedy is free silver. It is admitted to be something of an experiment. The fact is, it has been tried by other countries and found to be a failure. We cannot expect a different result in this country. He asks who are the advocates of this gold cure, and answers, bondholders and other owners of obligations calling for a stated number of dollars. He must include widows and orphans who, upon the death of their natural protector, received life insurance: thousands of workmen who, in prosperous times, laid by a little money. This is invested in loan associations, life insurance and other investments. This money, as well as the dollars of the bondholders, represented, when invested, gold value. Is it strange that all these investors favor a standard which insures them a return in dollars of an equal value?

If Jack Rabbit is a conductor in active service he surely knows that railway employes are not coerced or compelled to form gold clubs. The threatened change of the money standard in this country is believed by those gentlemen having charge of our roads to mean disaster to these properties, as well as their employes, many of whom have grown gray in the service of these companies. It is true that the employe can do as much to prevent this evil by his vote, as can the president of the company, himself. We are members of one family. To whom will the head of a family turn for assistance in time of need, quicker than those bound to him by family ties. Our company's interest, in this case, is our interest. Friend Jack Rabbit, do not cast the reflection upon the intelligence of conductor and other railway employes which is implied by the suggestion that coercion and threats are necessary to secure our votes for the best interests of the company which employs us, and for the salvation of our country.

I also note a number of criticisms of my August letter upon the money question. I could not, if I would, take any exceptions to the courteous and gentlemanly language used by the Brothers in criticising my humble effort. As to the influential motive of one of the Brothers who rejects my views, I have this to suggest: Since the August number of THE CONDUCTOR appeared, I have received two very kindly personal letters from

standard will

Brother Champney, who is in business in Leadville. In reply to his criticism, I beg to call attention to the fact that, being in active service as conductor, the conditions which govern in my case are quite different from those which apply in his. In support of this, allow me to call attention to the closing sentence in his last letter to me. He says: "I have sunk considerable money in the ground here. At present, however, the prospect is brighter, and indications are I may have struck it after all." Ah, Brother Champney, I sincerely hope it may be so, and if free silver coinage should be adopted in this country, I shall be glad to think that one Brother, at least, has been benefited.

Brother "S." of Chicago, indulges in such a tirade in reference to coercion and fears, that I conclude he is not serious. However, I desire to call his attention to the following copy of an official document issued by President Miller, of our road, to General Superintendent W. G. Collins:

Numerous charges are being made to the effect that the officers of this company are bringing intimidation and threats to bear to influence the employees in matters at issue in the pending political campaign. The officers of the company have already been verbally instructed in this matter, but that there may be no misunderstanding and that they may have written confirmation, I now wish to say that there must be nothing done to interfere with the right of any of the men to use their own judgment in the present issues, and they must feel absolutely secure that the use of their judgement will neither directly nor indirectly affect their position with the company. This has always been the attitude of the company, and I think our men know the management well enough to understand it. But the reiteration of the charges may make some uncomfortable. If so, they should be assured of our attitude, and the most scrupulous care should be taken to avoid giving any ground for the false statements referred to.

I beg the Brother to erase the letter "S" he refers to from before the name of each and every employee of the Chicago, Milwaukee & St. Paul Ry., as we emphatically insist no element of fear influences or governs any employee on this system in deciding for himself what is for the best interest of his country, his company or himself.

Milwaukee, Wis.

R. O. JEARDEAU.

Editor Railway Conductor:

The September issue of THE CONDUCTOR lies before me and I am astonished at the differences of opinion existing between the Brothers in the various sections of the country regarding the money question. I do not profess to be able to say what the remedy is, but I have no doubt that if the thousands of unemployed were given work they would be satisfied to let the money question settle itself, and be content to take their pay in gold, silver or paper. In my opinion, strict laws should be passed, and then enforced, keeping the cheap labor of Europe from competing with Americans, especially such as are content to herd together, like swine, and live on what an American could not.

Brother W. C. Warner, who went to New Hampshire to escape the hay fever, is resting quietly at Bethlehem, and writes home that so far he has been free from it. He expects to reach home in time to take part in the parade of the old Humane Fire Company. The members of this organization are preparing to celebrate their centennial, and some thirty or more companies from different cities have accepted invitations to join with them and make October 1 a day long to be remembered by the people of Easton.

The Jersey peach crop has been a total failure this year, so what few are shipped go by regular freight. When plentiful, the C. R. R. runs three or four trains a day while the season lasts. September 1 the oyster trade opened, and a regular train is run to handle them. September 1 a big reduction was made in the forces and wages of the machine shops here by dropping four men from the boiler makers' force and cutting the hours and wages of a number of machinists.

Brother W. H. Zerbey, of Division 153, has the sympathies of a large circle of friends in the loss of a baby boy last week.

Yesterday, at the regular meeting of Division 37, two candidates were made full members of the Order, Brothers Benj. Raub and Arthur Rinehart. Brother Raub is the first man to join us from the Bel. Del. division of the P. R. R., but we do not expect him to be the last. Brother Titus, our General Chairman, spent yesterday with Division 180.

I noticed in the last CONDUCTOR the limited number of letters from the lady correspondents. I presume our good Sisters have all been rusticated at the seashore and among the mountains. Hope to see a larger number in the next issue.

Phillipsburg, N. J.

W. C. ROWLAND.

Editor Railway Conductor:

Our meetings of late have been beneficial as well as social. There has been a good attendance, and each member takes interest enough to be promptly on hand. On September 6 we initiated one member, on the 20th we acted on three applications, and on October 4 we expect to give our Billy a chance to do his duty. We transferred Brother T. B. Kaneen from Division 14, and when he made his appearance the goat was so anxious to get at him that it took the extreme efforts of Brothers Marren, Raymond and Zellner to prevent a collision. The new Brother said it was not right or fair the way Brother Raymond spoke, in wishing a reformation might take place in his habits so he can become a good member of Lorain Division.

The committee on ball report New Year's Eve as the date for holding our second annual, and we extend a cordial invitation to all.

Brother Castello, who has located at Oakland, Calif., reports business pretty fair, and, if providence favors him, will remain permanently.

In the last CONDUCTOR Brother Rosa was reported as resigning with the C. L. & W., to locate at Little Rock, but before the news reached you we found him again at Chillicothe, with the B. & O. S. W. Having been with that road, we are sure of his holding on.

We understand that Brother Zellner had quite an extended trip, but have not been able to see him to get any items regarding it. We knew when he started that a pleasant time was awaiting him, but for particulars you will have to enquire at headquarters. In making the last trip we found that Brother Willmot's name was missing from the register, and, upon inquiry, learned that he was very ill with *je ne sais quoi*. As it is very contagious only those who have had the same complaint are admitted to see him. We all hope for his speedy recovery.

It is only proper to respect old age, but in this instance we must venture to advise one of our elders to the extent of warning him to be more careful and not endanger himself as the (late) night air is

very bad, especially at this time of the year, and we think that one having two houses at his disposal should be able to get in out of the night air.

Lorain, Ohio.

L. O. RAIN.

Editor Railway Conductor:

For several months I have refrained from imposing upon the readers of *THE CONDUCTOR* by contenting myself in silence, but at the same time I have not been careless toward the many articles contributed by the correspondents, edifying its readers upon the national issues foremost in this campaign. This is truly a campaign of education, and it is gratifying to note the conservative interest manifested by the intelligent laboringmen throughout the United States. My attention was particularly attracted to the contribution from R. O. Jeardeau, of Milwaukee, and the able, fearless, lucid exhortation administered the negative by the undaunted "Jack Rabbit," of Terre Haute, Ind.

I do not aspire to be a partisan, but it devolves upon every man to be a patriot. If I know my own heart, I want the cause to prevail that will bring universal prosperity. I have no fault to find with those who differ from me religiously, politically, or otherwise. I think they are just as honest, just as conscientious, as I am. This is a free country, and every man who is twenty-one years of age has the right of franchise. When the pilgrims landed at Plymouth Rock, in that old "May Flower," it was to escape religious and political bondage. They landed in America to worship God according to the dictates of their own enlightened consciences, and to be governed by laws made by freemen.

It is a sad commentary on our Republic that corruption in public office, with all parties, without distinction, has made political life offensive to the minds and hearts of our noblest and best. While this is a sad fact, it is also true that we still have some good men and true in all parties. Far be it from me to condemn as heterodox all that does not come within the range of my own narrow thought. To me, all that is true or beautiful, or good, is orthodox. (This is a clerical word, but it may be applied to politics as well). The love of God and humanity is the foundation of all law, both human and divine.

The trouble is—in instances like the present campaign—when men differ, they are apt to let feelings run wild, and often our prejudice blinds the bandage over the eyes of judgment and truth. I repeat, this is a day of "small things." The time is here when every man must think for himself; stand sponsor for his own actions. We have not, within the range of my knowledge, a Clay, a Webster, or a Calhoun, as an orator. We have not a Shakspeare in drama or tragedy. We have not a Mendelssohn in music. We have not a Burns or Byron in poetry. We have not in painting a Parrhasius nor an Apollodoros. Neither in sculpture have we a Raphael or a Michael Angelo. We have no great pulpit orators—not even a Whitfield, a Spurgeon, or a Beecher. But, thank God, we still have hearts to cherish; we still have motives that are pure; we still have principles to preserve; we still have the great throbbing heart of this universe of worlds looking to the same God for food and raiment, and needing the same wise heads and generous hands for counsel and protection. We still have the same God who rules and reigns in heaven. I wonder sometimes if it does not grieve Him to see how His chil-

dren on earth wrangle so, over matters both great and small. No doubt He smiles at our mistakes and says: "Poor children, working in the dark."

Life is too short to be lost in vain endeavor or bitterness that will bring regret. So I ask you, Brothers who may chance to differ in this campaign, with its issues, to look with complacency and bear with civility. I sometimes think I have right well defined views of political economy, but when I listen to others I find, many times, I have made mistakes. One of the foundation stones of all good government is political economy. The history of every nation proves this fact beyond all question. As I said before, I do not profess to be much of a politician. To be a great politician or a great statesman one must not only be versed in history and biography and economy, but must be a philosopher of no small proportion. Added to this, one must have that most indispensable of all endowments, common sense, and a broad conception of the various needs of his country and his fellow man. He must be full of compassion for humanity, with all its faults and frailties. He must not be a patriot, only, but a general in command. He must acquaint himself with the disease of his patient and with the remedy, also. We have had few real statesmen in office since I could remember. This is pre-eminently a commercial age. It is not an age of great artists, great poets, great musicians or great statesmen. It is a day of "small things." It will always be so, as long as men value money in advance of intelligence and spiritual things. The cries of the poor and the responsibilities of the rich appeal to the same Supreme Being. MACK
Louisville, Ky.

Editor Railway Conductor:

I see that Brother Jeardeau disagrees with me upon some of the statements in my August letter, and as he does not say upon what point, I must assume that it was upon my sympathy for bi-metalism, as expressed in the Chicago platform. The mere fact that all the opponents of organized labor are arrayed upon the other side is almost convincing enough to determine the ordinary man who works for his living which way he will vote.

As this is the last chance I will have before election, I desire to ask all our readers to study this question as fully as possible, and vote so as to put the workingmen and their sympathizers in office, because legislation is the only thing that can possibly help us in our struggle for better conditions and the very existence of our organizations shows us that the capitalists and richer classes have made it necessary, because they would not do for us what we have done for ourselves. Possibly free coinage would be detrimental to our individual interests for a short time, as we are in that class having a fixed income, but selfishness is no argument in a national question. If the individuals had been selfish in 1860 we would have been in the slave business since.

I side in with "Dinnie" in his argument against "Huldy's" air-brake explanation, because "Huldy" can fill his train pipe to a hundred pounds pressure and if he has no air in his auxiliary reservoirs he cannot get an application of the brake.

I took a short trip out through New York State last month and met several Brothers, who are Brothers in every sense of the word. I had the pleasure of meeting Brothers M. M. O'Brien, Wal-

ley, Secretary A. Keating, of Division No. 2, and many others, all of whom treated me bang up, even if I was a stranger, Brother Keating even losing his sleep to show me around his lively city of Buffalo. I was sorry I did not see better organization upon the N. Y. C. & H. R. I trust I will meet Brother Keating in Los Angeles next May, as I shall try to go.

Brother Manjur Webb, who was injured some time ago on the N. E. R. R., is doing as well as could be expected, in view of his bad injuries, but it will probably be some little time before he can resume work.

We have organized our general committee for the B. & O. R. R., after some months' delay, but I understand our legislative committee will have to hold off until it is determined whether money is to have a "sound" or not.

Business was somewhat behind, lately, but is beginning to pick up a trifle on grain shipments, but will not get back to normal condition before January. The trolley cars are playing havoc with suburban traffic here, and foreshadow the general use of electricity for that business.

My wife is still away, or away still. I don't know which.

While "122" is a good old number to stand by, after this I will sign
W. J. COYNE.
Boston, Mass.

Editor Railway Conductor:

Toronto Junction Division, No. 345, opened in due form, with the full corps of officers in the chairs. Owing to the pressure of freight east and west, the attendance was small. One look, however, at each member present was sufficient to convince you that brotherly love and harmony ruled, and the style in which the worthy Chief flourished the gavel would make you think that he had figured as one of the greatest of modern drummers. In a word, a more enjoyable meeting has not been held in that hall for a long time. There were two applications for membership in the hands of the committee, and an initiation for their next meeting, showing the progress that the Division is making in recognition of the energies that have been put forth by its members.

Brother Meharg, in a very able manner, presented the result of the general grievance committee, held at Montreal, for which he received a deserved vote of thanks, and which was tendered by the C. C. in his usual happy manner. After short speeches from Brothers Hall and O'Neil, the Division closed in harmony.

RAILWAY MAN'S PRAYER.

"Oh, Lord, now that I have flagged thee, lift my feet off the rough road of life and plant them safely on the deck of the train of Salvation. Let me use the safety lamp known as Providence; make all the couplings in the train with the strong link of thy love, and let my hand-lamp be the Bible. Heavenly Father, keep all the switches closed that lead off on the siding, especially those with a blind end. Oh, Lord, if it be Thy pleasure, have every semaphore block along the line show the white light of hope, that I may make the run of my life without stopping; and, Lord, give us the Ten Commandments as a schedule, and when I have finished my run and have, on schedule time, pulled into the dark station of Death, may Thou, the Superintendent of the Universe, say, with a smile, 'Well done.'

thou good and faithful servant': come and sign the pay-roll and receive your check for eternal happiness."

W. J. GRAY.

Toronto, Ont.

Editor Railway Conductor:

It may be that a few words from "this neck of the woods" will not come amiss to your readers. I am sorry to be obliged to report that the Brothers are not taking the interest they should in the Order.

Business on the road is unusually dull for the time of year, and the men have been doing very poorly in the way of making money ever since the '93 panic, and are still working under a 10 per cent cut. We hope that when the election is over we shall see a revival in business, both on the road and in the Order. It is my opinion that if some Brother could only get up an invention that would induce the Brothers to attend their Divisions, he could make a fortune out of it, as most of the Divisions seem to be suffering from non-attendance, and would adopt his system readily.

On the 8th of September we had the misfortune to lose by death, our highly esteemed Brother and Secretary, W. M. Lewis. None knew him but to love him. He is supposed to have fallen from the rear end of his train, as he was found on the track soon after being missed. In an unconscious condition, from which he never rallied. Division 133 extend to his widowed mother and his brothers their heart-felt sympathy, as we can appreciate their loss. This should be a lesson to all of us, for we know not when our time may come, and we should be ever ready.

J. C. WILLETT, C. C.

Bowling Green, Ky.

Editor Railway Conductor:

Have just read a letter from Brother Ames, in the August CONDUCTOR, and am of the same opinion as he, that it certainly would result beneficially to Brothers in search of employment if the correspondents of THE CONDUCTOR would mention in their letters, how business is on the lines of road where they are employed. You seldom ever see any mention of such, and I know that most all of the Brothers turn to the Fraternal column of THE CONDUCTOR, that are out of work, with the hope of securing information as to where business is best.

The "Katy" is doing a good business at present and has hired a great number of men within the last month. Last week twenty-three men were placed at work and given regular jobs. Nearly all were O. R. C. men. The extra list is now full.

The Katy is at present making preparations for a head end collision, to come off at Crush, Texas, a few miles north of Waco. They will run, I believe, fifteen excursion trains of ten coaches each, from Denison south and eleven from Galveston with the same number of coaches. They expect to handle about 13,000 people to see this great show. The collision will be similar to the one that was had near Cincinnati a short while back. All other business on that day except passenger trains, will be suspended.

Division 256 is located at this place and is in good condition, and the membership is composed of good men and all true blue O. R. C. All the conductors on this division are Order men with a few exceptions, and nearly all the yards are governed by O. R. C. yardmasters, especially the Smithville yard.

Brother Wilson, late of the H. & T. C., runs it, and he is simply nothing but O. R. C., and talks of nothing but O. R. C.-ism, and what happened on the "Central." I wish that all Order men took as much interest and followed as closely the principles of the Order as he does. Brother Wilson is all right in every way until our Trainmaster, Mr. Mair, springs a calendar on him, then he is as quiet as a mouse.

Brother G. O. Clark is off suffering from the effects of a fall from a box car, two or three months back.

If this letter reaches the eye of Brother Adams, at San Antonio, I would like to ask him why he stopped writing to THE CONDUCTOR, after making such an excellent start? Please come again, Brother Adams.

H. LEYENDECKER.

Smithville, Tex.

Editor Railway Conductor:

Referring to Brother S.'s letter in the September number, he very properly desires to know "before we buckle on our armor," "why?" and "for whom?" In my opinion, the answer is plain. It is for the protection of our families and the security of our homes. Our interests are at stake, and selfish motives alone should prompt us to use all honorable means to prevent the debasement of our currency.

I have not been ordered to vote for any party or cause, and I do not know any of my fellow employees with whom coercion has been attempted. I intend to vote as my judgment approves, and I earnestly appeal to our Brothers not to take any action in the money question before they have given the matter careful thought. Do not, as some have, assume that what will benefit capital will injure you.

A great deal is said about the timidity of capital. In what does this timidity consist? If I had a thousand dollars saved up (which by the way, I have not) I would naturally seek some place to invest it so that it would earn me some interest. I would then be a capitalist on a small scale. I certainly would be very careful not to invest in anything if I was not reasonably sure that I could get my money back when I needed it, or wanted to put it where it could earn a higher rate of interest. In doing this I would not consider that I was trampling on any one's rights. This is precisely the case with capital in general. People who have a large amount of money are anxious to loan it out to responsible parties at a fair rate of interest. The greater the certainty of having this money repaid when due, the lower the rate of interest that can and will be charged.

One of the favorite forms of investment loans is a railroad mortgage bond. Railroad companies have issued bonds to procure money with which to build their lines and improve and equip them. Relying on the honor and stability of the country, they have, in order to facilitate their sale by encouraging investments, made these bonds, principal and interest, payable in gold.

The effect of the agitation of the money question is very plain even in this one item of investment securities. Bonds are very cheap—too cheap for roads in good financial condition to sell them. The result is, on our road at least, that all new work in the shape of improvements has been stopped, and the ill effects of this stoppage must necessarily extend to industries furnishing railroad material and the employees dependent on them for work. We cannot blame capital for being timid, or

or seeking to preserve itself by waiting until it is definitely known whether or not our country will adopt as a part of its financial policy the free coinage of silver at the ratio of 16 to 1, as one of our great parties propose. This timidity is absolute, beyond legislative control. We cannot force a man to loan his money against his will. We cannot should offer investments that will attract capital, and when this is done, money will most certainly be released from safety vaults and put into active use. We cannot reasonably expect this as long as there is any doubt about our willingness and ability to pay back as good money as we receive.

Will the free coinage of silver give us any relief? There never was a time since our coinage began when silver and gold circulated freely side by side like they do now! With a double standard so called it has always been found that even a very slight variation in the value of the metal in either coin relative to the other would drive the more valuable metal out of circulation, and the cheaper metal would be the only one in circulation. This was notably the case before the so called "crime of 1873" when the silver in a silver dollar being actually worth more than the gold in a gold dollar, the silver dollar had practically disappeared from circulation.

We now have a vast quantity of coined silver every dollar of which is as good as gold because our government has firmly adhered to the policy of maintaining the parity of all our forms of money. The amount of money per capita is greater now than it ever has been, and there is surely as much silver coined as there is needed. In fact there is much more coined than the people want, as evidenced by the fact that silver dollars do not circulate freely in spite of efforts to keep them in circulation. They drift back to the treasury vaults because they are large and heavy, and people do not want them if they can get other money more convenient to handle.

Brother S. speaks of half a given amount of money being by legislation made to do the work of all thereby doubling the value of the half. There is no such legislation now in effect. Every dollar of our money has full legal tender power, and is so maintained by the government. Financial experts have shown us that under free coinage the government could not and would not undertake to maintain the parity of silver and gold at the present coinage ratio; and that besides, it would take fifteen years or more to coin enough silver dollars to equal in face value the amount of gold that would be withdrawn from our circulation. Would this not be putting a terrible strain on the remainder of our currency? It seems to me that if all the other civilized nations want all the gold they can get, that fact should convince us that it is a good thing, and that we should be very slow to change our financial system in such a way as to drive gold out of circulation. The free coinage of silver would not put a dollar into circulation except through investment and payment of debts by the owners of silver bullion. It is hard for me to see why the government of the United States should double the nominal value of silver by coining it free at the ratio of 16 ounces of silver to 1 ounce of gold. Every dollar thus added to the value of silver would be a dollar taken from the taxpayer, because the government would be compelled to receive legal tender silver dollars in payment of taxes, and to pay them out to

meet its current expenses. If silver can be purchased for 65 cents per ounce, it is manifestly unjust to require the government to coin it free at a valuation of \$1.29 per ounce, and to force it upon the people at this inflated value by means of legal tender laws.

It is folly to attempt to do away with gold as a measure of value. Silver may be forced upon us by legal tender laws in payment of existing debts and wages, but the prices of supplies of all kinds will inevitably adjust themselves to the new money measured by its actual value in gold.

The first step of the silver owners will be to get all the gold they can in exchange for silver. The very minute the United States government failed to keep up the coinage value of silver by accepting all silver offered at the full coinage ratio, the price of silver would fall, and there is no telling how much it would fall below even its present price. Everything we buy from foreign countries would have to be paid for in gold, or on a gold basis, and everything we sell would be paid for in our silver. It is true our people could raise their prices, but it would be found that such rise in price would only be a nominal one, limited in extent to the difference between the value of our silver dollar and a gold dollar. Wages would naturally be paid in silver, or worse yet, in paper of more uncertain value, while the workman would have to pay more to obtain all the necessities of life for himself and family. He might pay his existing debt and his taxes in silver, but that would be a small matter compared with the increase in his living expenses.

How would the railroad men be affected? The companies that employ them would be paid for transportation of freight and passengers in silver and would have to buy gold at a large premium, probably two dollars in silver for one in gold, to pay the interest on their bonds and pay the principal as the bonds become due. They would have to pay higher prices for all material used, and could only pay taxes and wages of employes in silver dollars at their face value. They could not increase their rates without additional legislation, even if shippers and passengers were able to pay higher rates. Considering how hard it is under present conditions for railroad companies to keep their heads above water, it can readily be seen that the proposed silver law would be extremely disastrous to them. Can any of us believe that it is to our interest for railroads to be financially embarrassed and finally bankrupt?

Railroads are particularly dependent for their prosperity on the prosperity of the communities which they serve. It is greatly to their interest that capitalists be encouraged to establish new industries along their lines so that traffic may be increased. If instead of new industries being established the present furnaces, mills and factories are closed, as may be expected under a silver law, railroad earnings would be so largely decreased, even measured in silver dollars, that many men would be thrown out of employment.

Our money is good enough. What we want is something to put more of it into active circulation. We cannot force this by law, but we can irresistibly attract it by silencing the clamor for cheap money; or in other words, by letting it be known to the world that our fixed policy is to pay our debts, present and future, with as good money as was originally loaned to us.

Times are hard as we all know. Let us not delude ourselves with the thought that they cannot be worse. They might be infinitely worse. Let us vote as we please, like free American citizens, but let us not in asserting our independence, which no one questions, lean too far the other way—so far as to make ourselves slaves indeed, by assisting in the proposed reduction in the purchasing power of our wages and the increase in prices of what we have to buy. That is what free coinage means for us. We do not expect capital to be invested simply for the purpose of making work for us. We want the business of the country to return to its normal condition, with capital seeking investment for its own benefit. Then with the country prosperous, there will be a boom in railroad business in which we may confidently expect to share. OUT O' SIGHT.

Louisville, Ky.

Editor Railway Conductor:

At our last regular meeting the undersigned was unanimously elected correspondent, no other nominations being made, and I hope your readers will kindly overlook all deficiencies in my first effort in writing for the general public. Congaree Division was organized in March of this year by Brother A. B. Garretson, and every charter member is as proud of his membership today as he was then. We have had but one addition to our ranks since, but there are three applications out upon which we hope to act at our next regular meeting. We have a regular attendance at our meetings of fifteen men, as the runs are, unfortunately, so arranged that only about half of them can be present at a time. We meet in Myrtle, K. P., hall, which is one of the finest lodge rooms in this K. P. city.

Now, as this is an introductory letter, I will give you the names and runs of some of our boys. Brothers O. E. Hughes and W. G. Smith are punching tickets on 10 and 12 between Columbia and Greenville, S. C., while Brother S. N. Williams does the same three times a day on the Abbeville branch. Brothers E. S. Motte, J. P. Dodd, J. C. Marshall and J. B. Eskew are on local freight on the C. & G. division. Brothers E. B. Chase, J. E. Lawson, W. S. Overton and J. F. Spaugh are passenger conductors between Columbia, S. C., and Asheville, N. C. Brother Spaugh is a member of 318. Brother J. B. Dodson and B. B. Lawson (who is a candidate) run local on the S. N. & C. Our C. C. & A. division has six passenger conductors, but only one is a member of 323. This is Brother F. B. Fielding, who runs 35 and 36 from Charlotte, N. C., to Augusta. Our locals on the C. C. & A. are held down by Brothers T. W. Pritchard, J. W. Blanton, J. B. Youngblood, J. H. Thomas, on the north end, and Brothers F. A. Cobb and C. B. Wooten on the lower end. Our through freights and extras are chain-ganged by the following: Brothers J. O. Meredith, J. H. Hagood, J. W. Nix, E. C. Cobb and W. W. Robinson. The last named now has local on the north end while Brother Thomas is laid up with a broken foot, caused by his being "Ghee-Chee." (Explanation of this term will be furnished to all who wish it.) We have two Brothers out of service at present. They are Brother J. R. Hutchinson, who is seeking employment on some other road as conductor, and Brother G. W. Bishop, who has been granted leave of absence, ostensibly to rest, but really, I hear, to find a wife. We also have three in the yard service, F. J. Hammond,

new member who rode our goat twice on account of the boys allowing him to mount backward, and C. A. Lequeux. Both are yard conductors and were formerly main line boys. Last of all comes your humble servant, who is clerk to the trainmaster, yardmaster, etc.

Our little Division is as lively as can be and all are happy to be members. Our officials are as fine a set as it has ever been my lot to work under. They are always glad to hear us on any matter we may think wrong, always willing to accord that which is right, and encourage us to stand together, as Brothers should.

F. A. TOMPKINS.

Columbia, S. C.

Editor Railway Conductor:

In my last letter I said that Brother Bean has taken Brother Brown's place as chairman of our local grievance committee, but, as Brother Bean refused to accept the position, we prevailed on Brother Brown to keep on as he has been doing. I understand that Brother Collins is working on the Fitchburg railroad, and wish him every success.

The ladies are talking of organizing an Auxiliary, and I think one will be started before long. Brothers Mann and Lovejoy have been ill, but both are now on the road to recovery. Brother Donald Parker and family have been taking a vacation, and are visiting in New York. Brother Talbert was injured at East Andover, recently, by a barrel of oil falling on him, and Brother Barker was hurt at Enfield by a heavy bale falling on his leg. The sympathy of all the Division is with both these Brothers in their misfortune.

I wish we could get more interested in our Division meetings, and I should like to do more to make those meetings what they should be. Let us all try and attend the meetings as often as we possibly can, and see if we cannot do more for the good of the Order. I hardly know what to suggest to improve the interest taken, but, perhaps, if we were more free to get up and say something in Division, we would get along better. Brother Kirk had a broken wheel at Franklin, recently, but it was discovered before any great damage had been done.

The Sunday afternoon meetings at the R. R. Y. M. C. A. are quite well attended, and I am sure a great deal of good is being done. The invitation is general to all the Brothers to come, and bring their ladies. God bless the R. R. Y. M. C. A. everywhere, and may it continue to do good, as it has in the past. A convention of this organization was recently held at Manchester, N. H. Brother W. R. Mooney, as chairman of the work at Concord, being one of the principal speakers. One of the local papers spoke of his address as follows: "He told, in a general way, of the work being done by the association in various parts of the country, of the comforts and home conveniences afforded the men on the road, and the spiritual good being done among them. He said that the men themselves gave the work their hearty co-operation, and he also stated that the railroads looked upon the movement with the greatest of favor, and aided it with gifts of thousands of dollars every year. According to Mr. Mooney, Chauncey M. Depew once declared that the railroad branch of the Y. M. C. A. had done more to increase the security of the traveling public than all the safety devices that were ever invented. After a general resume of the

railroad work of the association, he spoke particularly of what was being done at Concord. With the aid of the Boston & Maine, a building has been fitted up for the railroad branch of the association in that city, and a secretary, R. E. Burleigh, put in charge. The movement, Mr. Mooney declared, had proved highly successful up there, and it was earnestly hoped that other railroad associations would be organized about the state before long. Reading rooms, beds, lunches, etc., are to be found at these branch rooms, and the creature comforts given the railroad men open the way to the salvation of their souls."

Brother "Jim" Burwick also gave an eloquent and convincing talk.

Our new time table took effect on the 4th inst. But little change was made from last winter.

Franklin, N. H.

C. C.

Editor Railway Conductor:

"The Home" acknowledges receipt of the following donations during the month of September:

ORDER RAILWAY CONDUCTORS.			
DIV.	AMT.	DIV.	AMT.
30.....	\$ 5 00	44.....	\$ 5 00
98.....	5 00	119.....	5 00
169.....	2 00	175.....	12 00
229.....	1 00	249.....	6 00
257.....	6 00	265.....	1 00
326.....	6 00	336.....	12 00
341.....	12 00	348.....	12 00
373.....	12 00		
Total.....			\$102 00
Total O. R. C.....			\$102 00
B. R. T.....			150 00
B. L. E.....			170 00
B. L. F.....			93 00
Traveling Engineers.....			19 33
L. A. to O. R. C.....			
Division 33.....			5 00
Division 28.....			7 00
Division 66.....			5 00
Division 103.....			1 00
Division 8.....			5 00
G. I. A. Division 168.....			5 00
L. A. to B. R. T., Division 89.....			2 00
PERSONAL -			
Member B. L. E., Division 87.....			1 00
T. M. Dixon.....			1 00
J. H. Canford.....			1 00
R. O. Jeardeau.....			2 00
W. N. Kingston.....			50
Grand Total.....			\$570 43

Also a fine mahogany folding bed from Mrs. Humble, of Highland Park.

Mrs. Wightman and Mrs. Reiley, of Evanston, with the assistance of other ladies of the W. C. T. U. movement have presented Mr. Starr with an invalid's rolling chair, very beautiful and useful in many ways.

F. M. INGALLS, S. & T.

Highland Park, Ill.

Editor Railway Conductor:

Here are a few reasons why the laboring class should favor the money of the constitution (free coinage of gold and silver.) According to your humble servant, bimetalism does not mean the concurrent circulation of the two metals, designated as the standard of value, but simply the free coinage of both on equal terms, so that the debtor shall have the right to pay his debt with either. Silver was made a standard of value by the act of 1792, declaring that dollars of the value of a Spanish milled dollar, containing $371\frac{1}{4}$ grains of pure silver, should be the unit of value. It was that declaration of law, and not the mere coinage of circula-

tion of silver dollars, that made silver a standard of value. When goldites say, if we have free coinage our gold dollar will leave us, ask them if it is not already doing that under the single gold standard. although we have paid a syndicate over \$8,000,000 to watch over the treasury for about six months and keep their friends from raiding it? When they ask you if you want cheap dollars, tell them that any dollar is dear enough to you, and that a cheap dollar is simply one that you do not have to give up such a large amount of labor or products to get your hands on. Tell them also that while silver dollars may be bulky, very few of us will need wheelbarrows to carry around what we get of them, and that a gold dollar is so little that it gets lost in a poor man's pocket, its legs are too short to go around the corner to pay an honest debt, and it always runs and hides in time of need.

A financial system which forces a decrease in output of acreage in order to obtain an increase in price for articles of general necessity is both a blunder and a crime, and such is another one of the actual results of gold monometallism. There is no such thing as overproduction of cotton when millions of human beings are ragged for want of sufficient clothing; and there is no overproduction of grain when thousands are starving in sight of the elevators. When a goldite tells you he wants "a good dollar, a best dollar, a dollar good the world over, a dollar good as the nation's honor," you tell him he is like the following artisans: "I want a dollar that is worth a dollar," yells the farmer, and he hauls two bushels of wheat to market, that have cost him \$1.40 to produce, and gets it. "I want a dollar that is worth a dollar," yells the planter, and he carts to market fifteen pounds of cotton, that have cost him \$1.30 to make, and he gets it. "I want an honest dollar," howls the laboring man, and he does \$2 worth of work, and he gets it. "I want the best dollar," shrieks the merchant, and he advertises his goods at panic prices, and he gets it. "I want the earth and all that is on it," says the money owner, and he quietly makes his notes and mortgages payable in gold, and he has almost got it.

I am going to call your attention to the following: "You may theorize and argue until you are hoarse, yet you will fail to get the people to prefer low prices to high ones for their products. They know that one bushel of wheat, at \$1.25 in currency, will buy one acre of government land, while it takes two and a half bushels at fifty cents to purchase it, though it be in gold. They know that \$1 in paper, if legal tender, will pay \$1 of taxes as well as \$1 in gold. They know well enough from experience that if you run down prices by lessening the currency there will be no corresponding decrease in taxes and salaries of county, state and municipal officers, nor in the debts they owe." Who do you think said this, Mr. Goldite? Methinks I hear you say, "Why, some anarchist." Well, here is his name, John A. Logan, of Illinois.

The next time a gold man tells you there are only 53 cents' worth of silver in a silver dollar, ask him why it will buy as much as a gold dollar. Also ask him why it is that a greenback, the paper in which is almost worth nothing, will buy as much as a gold dollar. He will probably tell you that the government is "back" of the silver dollar and the greenback. If you ask him what he means by this, he will probably tell you that the government will

redeem silver dollars and greenbacks in gold. Then flatly tell him that he does not know what he is talking about. It is the endeavor of the government to keep the gold reserve fund at the one hundred million dollar mark. Now, there are in the United States about three hundred and fifty millions of greenbacks, and we will say, four hundred million silver dollars. Ask him how the government could possibly redeem these with one hundred million gold dollars. The idea that the government is back of money, or guarantees its value in exchange, belongs with the middle age notion that the sun revolves around the earth. If he be an honest man, he will be compelled to admit that it is through limitation of their number in comparison with the demand. He will thereby, however, have abandoned the monometallic position that the government can do nothing to affect the value of money, and will have admitted the bimetallic contention, that the legislation of the past twenty-three years, by limiting the material available as money, has rendered its value increasingly greater when measured in commodities.

Did it ever strike you that what is called government consists of a few officials elected by the citizens at large and that these officials, or government, never "stand good" for anything? The government does not now agree to keep the money in circulation worth anything. It could not do it if it tried, the worth of money depends upon the number of dollars compared with the demand for those dollars, namely, the quantity of commodities for sale, the volume of business, population, etc. A curious confusion of ideas is involved in saying that the government agrees to keep a dollar worth 100 cents. A dollar is 100 cents. That is what you mean by a dollar, and it must be worth 100 cents, whether made of gold or silver or paper. There is no such thing as a dollar outside of the legislative enactment saying what a dollar is. Imagine, for instance, trying to conceive the meaning of the word dollar without thinking of the act of congress. This will be made clearer by considering Japanese money. The monetary unit in Japan is the yen. Now what is a yen? It is impossible to tell without consulting the Japanese law and finding what quantity of silver it has declared to be a yen.

Advocates of silver say that the low prices for commodities prevailing in this and other gold standard countries, are due to the appreciation of gold in value during the past twenty-three years. Gold standard men deny this and say it is due to the overproduction of commodities.

We pay our securities according to the contract. It does not make any difference what foreign nations would do or say. If they did not want to hold them, and would sell them cheap enough, our own citizens would buy them. They tried that after the Venezuela scare, and we took them so quickly they soon quit. Neither silver nor gold coin is anything but bullion in foreign countries, except in money changers' offices.

Terre Haute, Ind.

JACK RABBIT.

Editor Railway Conductor:

Los Angeles Division, No. 111, held a regular meeting September 21, and had the pleasure of a visit from our Grand Chief Conductor. We gave him something to do, as we had two candidates, and it gave us a chance to show him what kind of

material we were made of. After the meeting was over we received an invitation from the Sisters to call, and we never lose an opportunity to accept. Speeches and ice cream and cake were in order. If the Brothers are not much on making speeches, they are great on eating ice cream and cake. Sisters, we will never forget you.

Brother Clark remained with us two days, and said, when he left, that he wished he could make it two months. He was more than pleased with the City of Angels, or the angels in the city. I don't know which. I look for him to return soon. I will say to all who contemplate attending the Grand Division in May, next, that we can accommodate them all, and will give them a royal good time.

Los Angeles, Cal.

R. T. HEDRICK.

Editor Railway Conductor:

On August 19 Grand Senior Conductor Garretson organized Black Eagle Division, No. 356, at Great Falls, Mont. The Division started with ten charter members and several transfer cards. The chairs are held by the following Brothers: T. F. Richardson, C. C.; W. W. Stanton, A. C. C.; E. G. Zick, Sec. & Treas.; P. L. Bathrick, S. C.; Barney Kearns, J. C.; W. J. Walsh, I. S., and T. H. Brennan, O. S.

Brother Garretson is always welcome among us and the next time he comes we hope to greet him with the banner Division of the state. We haven't a regular correspondent yet, but when we get settled will have all the trimmings.

Helena, Mont.

"FLAT WHEEL"

Editor Railway Conductor:

Although but one letter from Division 43 has appeared in *THE CONDUCTOR* in the last two years, no one need look for our early demise, as we are flourishing. We took a long vacation during the hot weather, but commenced again with the first Sunday in September, all being greatly invigorated by the long rest. There is every prospect of our taking under our protecting wing a number of the boys who will be eligible this fall, as our young conductors are so anxious to become O. R. C. that they can hardly wait their year out. A number of the old conductors running out of here have grossly neglected themselves and families by not joining our Order. I think, by the way they talk, the end of another year will see every one of them members of the O. R. C.

We elect our officers from the very best material, but some of the Brothers do not seem to realize that, no matter how efficient they may be, they do not constitute, and cannot transact the business of, a Division. It is our imperative duty to support them by a good attendance, and the members of our families will not complain when they are being protected by the Order. I hope that all will turn over a new leaf with the end of the summer vacation, and do better in the future. Some day when you have a grievance to be adjusted, how easy it will be to find the Division rooms.

Brothers Harper, Conway Charles Martin and Ed Alward have been promoted to the passenger service. Brothers Barden and Wilcox are building a church, but never forget the meeting days.

Our ladies, God bless them, have formed an Auxiliary with twenty-five members, and there are still more to follow. They gave a party and ice cream social on the lawn

Brother Wm. Brizee on the 10th inst. Brothers Eaton, Daily and Teft ate so much cream that only by diligent and efficient work with camphor sals and hot cloths are they once more able to give the "high sign."

M. L. P.

East Syracuse, N. Y.

Editor Railway Conductor:

I have been reading with interest the views of some of the brothers on the financial question and, particularly those of Brother R. O. Jeardeau in regard to cheap money and rising prices. He surely does not think that he would be paid off in dollars which he could now buy for 53 cents, and then only get 25 cents worth of goods for his cheap dollar. Let him ask any business man when business is good if it is when prices are low or high. Let him ask himself if railroad men are not more prosperous when business is good and if more of the unemployed would not then have work. Would not the farmers go to see their relatives oftener if they were getting good prices for their products and would not this call for more passenger trains, thereby giving him a better chance to get one instead of having to "rawhide" on an old freight train all his life?

ONE OF THE UNEMPLOYED

Washburn, Mo.

Editor Railway Conductor:

Seymour is today arrayed gorgeously in bunting and flags and most of her business houses are decorated in honor of a grand rally of sound money people. Among the many prominent visitors was noticed Brother Harry Mounts, of 103, who is taking steps toward the organization of a sound money club among the railroad men of this city. We know of no better place, as the boys here are for the most part energetic and hustling in nature.

They are all solidly united in their various organizations, but yet lack the completion of the system. Federation was begun some time since, but one class of employees are to be heard from officially and then the die will be cast. That will make a solid compact of the employes of the entire B. & O. S. W. system.

We are a little partial to Seymour and cannot refrain from speaking of the little city—the birthplace of so many old-timers who have, as the year rolled by, scattered throughout the land—in terms that would show our love for it as a railroad town not speaking of other ties perhaps a little more dear to many of us. The Seymour of today is not the "wild west" town of 1861, when crimes and misdemeanors of every kind occurred nightly, when one was not safe outside his residence with a five dollar bill in his pocket, but instead is one of the most beautiful little cities in the state of Indiana. It has a population of 7,000 and they will compare favorably in point of intelligence and advancement with those of much larger cities making greater pretensions. With her nine churches, five large school buildings, well paved streets, sidewalks, abundant shade, her many manufactories, electric and gas light plants, together with city and long distance telephones, her three railroads and in the lead of all her organized workers, Seymour is in reality an ideal home for those whose interests are centered here. Until recently the firemen alone were not organized in complete working shape, but now we are proud to note their lodge as among

those who meet in the same building with the O. R. & E., B. L. E. and B. R. T.

Very recently two of those whom I have mentioned as "old-timers" have closed their eyes in their last long sleep. The first was A. W. Dickinson, well and favorably known to all of Seymour's people and to western railroad men as General Superintendent of the Missouri Pacific Railway. Beginning at the lower round of the ladder in 1884 he was advanced, in rapid succession, through various degrees of promotion, changes for which his natural ability perfected him, until at the time of his death he was known as a great railroad man. Generous, kind to his employes, manly in all his dealings, he was respected by all. He always claimed Seymour as his home and when his useful life was ended on September 24 he was laid away in River-view cemetery among a profusion of flowers, the offerings of his recent employes.

The second was Conductor Guerin, who was buried at Vincennes on the 1st inst. He was also very popular and was generally mourned as one of the brightest and best of the railroad men our times have produced. The B. & O. S. W. officials, with their usual kindness, granted transportation to all who wished to attend.

The dawn of the day when organized labor began the good work for which it was calculated has passed and the noon tide will soon be upon us. Not that our zenith of success will then have been reached, but yet the near approach of it behooves all to "be up and doing," for while sluggards are sleeping the opposition are working. To the careful thinker, the one who reads his monthly periodicals, it is evident that the condition of railroad men is constantly becoming better and the treatment of officials is improving in like degree. But one cause can be assigned for this and that is, better men and better service—the result of organization alone. Railroad officials place the credit there and we should reward their appreciation by a closer allegiance. To be sure we sometimes fall short of the mark, but these officials have sympathy for those who try and are willing to help those who help themselves. During the year ending last March a strange fatality seemed to follow many of our boys in the performance of their duties, some of them being the most trusted in the employ of the B. & O. S. W. It seemed that fate had decreed for us all to go one by one, but through the patience and good qualities of our officials and a seeming turn in the tide of our luck, almost all of those whose lines had fallen in hard places were restored to their positions and unity, peace and good will now go hand in hand between officials and employes in their daily occupations.

The B. & O. S. W. is among the best of all roads. Although business throughout the country is dull and retrenchment is the order of the day with most, not a man has been suspended on account of slack business here. We have twenty crews on through freight running both east and west out of Seymour. The eastern division is eighty-seven and the western is eighty-five miles. Conductors and brakemen receive respectively \$2.90 and \$1.90, and \$2.70 and \$1.70 per trip. Our runs are from four hours and eight minutes to about eight hours long, and enough air in each train to paralyze the rear brakeman and conductor two or three times each trip.

Many changes have taken place here that would

highly interest those of our old boys who are away and we shall speak of them at another time. Henry Wheeler, one of our best young engineers, was buried on the 11th.

AN O. R. C.

Seymour, Ind.

Editor Railway Conductor:

In the belief that the independence of our noble Order and the preservation of our personal liberty, consists in the further continuance of labor unions and increasing their strength and power, I wish to call your attention to a few principles set forth in every association that is organized for beneficial results to its members. As you are well aware, our organization has benefited each member here, and his family, by giving strength and importance to our demands, and by increasing our wages as railway conductors. It is an undoubted fact that to make a man independent, and make him take a great pride in his home and loved ones, surround him by circumstances that will yield him a bounteous income. First, in what way have we bettered our condition? Simply by uniting our interests and our opinions in a common cause and marching toward a common end. Combined thought and action is a power in the world. I believe in individuality, but when we are met by the owner of millions of stocks and bonds, one man's strength is too insignificant to receive his consideration.

Brothers, we represent more than stocks and bonds; we represent the bone and sinew of America; we produce the wealth, others gather it. Now, should we not have our share, and should we not receive the first consideration of all the people in this great country? Here are our good Brothers; almost every one has a wife and family. When the caller comes, we are ready to go; we kiss that dear wife and baby good-bye, not knowing that we will ever see them again. How many of our noble Brethren, when they left home the last time, thought that it was the last kiss they would ever give a loving wife? Then do we not deserve consideration, when our lives, the most precious possession of man, are in danger every moment? But how has capital been made to recognize us? How has society been compelled to place us among her best people, and how has commerce been made to yield to our demands? It was by organization. In this union lies our strength; in this union is our hope, and if a bright future remains for a railroad man, it will be preserved only by such an organization.

This is the reason, my Brothers, I urge each one of you to come to our meetings. Here we grow stronger; here we learn what opposition may be before us, and how we may be able to overcome every obstacle. It may be a little inconvenient for some of us to come to these meetings. Now, here is Brother Hardy, who never fails to attend, but I know when he is carried away out of the hot sun into that merry little home and entertained by a sweet little wife and charming daughter, it is hard for him to gather up the old linen coat and march to the hall to exchange such association for that of the old railroad chums. I expect I may say the same of Brother Riddleberger, or Brother Cox, because I see from the cut of their eyes and the expression upon their faces, that the home and its inmates are all the world to them. When I come to leave home and kiss the sixth good-bye, I almost yield to the pressing invitation to remain just a few hours longer: to go for a walk, or to have a

camp in the back yard. But ah, let me tell you, gentlemen, the independence of our home, the happiness of our families, the welfare of our country, is secured here in our Order. To-day we are recognized as stronger and more intelligent than ever before. We have demanded our share of the surplus value of the wealth that is produced; to-day we receive it. Now, under these circumstances, will you become careless in attending our meetings? Will you cease to take the interest here that will make us a power in the welfare of this great nation?

We do not know what turn legislation may take, but I tell you, gentlemen, if we present our claim as the Order of Railway Conductors, they must hear us. Our demands will be too great to withstand. We can speak in thunder tones to the world, and shall never yield to refusal. But how do we get this strength and power? Simply by increasing our number and attending the meetings.

It is our duty to learn all we can about our business. We can do this by conversing together on railroad matters, by reading journals and mechanical books, and by the greatest teacher of all—experience. It is eminently important that we have our employer's interest at heart: his interest is ours. If we can earn him profits, it means that much more for us. Now, the better workmen we are, the more we can do, and the more we can save for him. This faithfulness is a high honor to us and a great blessing to our employer. These qualifications can be attained only by study and application. Let nothing be done that would prevent you from being one of the best qualified men on the road.

I see some men who care nothing for themselves, for their employer, or for continuance in employment. They do not estimate themselves or their work, or their families, but are ever ready to submit to whatever may be dealt out to them. They will do what they can find to do under any circumstance. But if they should demand your places at valued prices, or if an employer should tell you that he can get cheaper labor, answer him by saying: "You shall not destroy my home; you shall not make beggars out of my family." Hold out to this employe the beauties of our Order: the great blessings that it has brought to mankind; the independent spirit that it begets in a man, and how the world treats him who does not regard himself. Look at the condition of the laboringmen of England and of Ireland. What rights have they? Only those of a menial. If by some good fortune they prosper, they are immediately cut down by the passage of some law and compelled to obey at the instance of a standing army.

Ah! but some will say, there is no danger; this happy land is free from all the ancient powers of tyrannical rule. Let me tell you, gentlemen, wealth is enormously accumulating in the hands of a few, and if we are not up and doing, it will gather into its mighty clutches the entire control of this country, and will enforce its decrees at the point of the sword. You may sit in fearful silence as the lurking wolf of the night is prowling around your door to see wherein he may take the advantage. This same sun will shine over a beautiful land, the gentle showers will refresh a parched earth, the silent moon will steal across the starry heavens to herald the coming day, all nature will seem as sweet as ever before, but if our independence is

gone, if our noble institutions are a thing of the past, what excuse shall we make to a questioning posterity for the opportunities we have rejected? I tell you, gentlemen, the great forces are gathering. They have met in years past, and labor has been compelled to surrender at the point of the bayonet. The entire laboring world has followed with a most jealous eye, and will pass upon the rights of these at the earliest opportunity.

Stern facts make a thinking man a wonderful power, and if intrigue shall seek, in the disguise of fraternal garb, to crush the spirit of liberty, the whole nation will rise in its might to crush the evil. If anyone should question you authoritatively, answer him by saying: "You shall not destroy American free institutions; you shall not establish the royal purple in this broad land of the free."

Brother J. A. Carson, wife, and daughter, Grace, of Montgomery, have been visiting friends in our city.

Brother Charles Farley and wife have the sympathy of all their friends in the loss of their youngest daughter, Florence, aged six months and ten days.

I wonder what is the matter with the correspondent from Division 184. Brother Bob Timberlake was elected to that office. Let us hear from you, Bob.

We have taken in one new member this month, and have another application to work on at the next meeting.

W. F. ECHOES.

Hinton, W. Va.

Editor Railway Conductor:

A grand union meeting was held at Indianapolis, Sunday, August 30, 1890, under the auspices of the B. of L. E., O. R. C., B. of L. F., B. of R. T. and O. R. T.

Pursuant to program the reception committee met the Grand Officers at the Grand Hotel and escorted them to Masonic Hall, going into secret session at 9 o'clock a. m.

The audience, though not very large, was a very earnest one, listening to very interesting and instructive remarks from each of the Grand Officers, who entertained us until the hour of 12:40, when we adjourned for dinner.

At 2 o'clock p. m., the public meeting was called to order by Brother Wm. J. Hugo, of the B. of L. F., he introducing his excellency, Governor Matthews, and his honor, the mayor, Thomas Taggart, who responded in well chosen words of welcome, which were appreciated by the audience, composed of members from five organizations, including the B. of L. E., the O. R. C. and the B. of R. T. Auxiliaries.

Our chairman then introduced our different Grand Officers, who, in turn, made speeches of thirty minutes' duration, which apparently reached the right spot, and we hope will be of beneficial effect in accord with the program and intent of this meeting, to bring the five orders into closer alliance and to promote their general welfare: this being the first time in the history of our Orders that Grand Chief, P. M. Arthur; Grand Chief, E. E. Clark; Grand Master, P. H. Morrissey; Grand Master, F. P. Sargent, and Grand Secretary and Treasurer, J. R. T. Auston, had met and spoken from the same platform in our city. It was announced from the rostrum that the three Auxiliaries would tender the Grand Officers and members a reception at 8 o'clock p. m., in Division No. 11

hall. B. of L. E., after which we adjourned.

When that hour arrived, the hall was filled to its full capacity. Brother H. M. Mounts, of O. R. C., No. 108, made the opening remarks, stating the purpose of the meeting, and bidding all welcome, which was followed by remarks from Mrs. Schooley, of B. of L. E., Mrs. Stanton, of O. R. C., and Mrs. Moore, of the B. of R. T., also Mrs. Orr, Secretary of the Insurance of the G. L. A. to the B. of L. E., which had the effect of satisfying the most skeptic of the necessity of the Auxiliaries.

Our Grand Officers were then given an opportunity to earn their salaries, which they did in a very pleasant and pleasing manner, winning the admiration of all by their timely and well chosen remarks.

The remainder of the evening was taken up in social chats and in indulging in something good for the inner man.

The ladies' entertainment was decidedly the big hit of the day, and long will the occasion be remembered as one of the most pleasant and enjoyable events ever spent in union meeting in the city.

Resolutions of thanks were tendered our Grand Officers.

HARRY M. MOUNTS.

Indianapolis, Ind.

Editor Railway Conductor:

Again death has been in our midst, taking Brother Henry Kellar, of Division 143. He retired to his rest Saturday evening, September 19, and it proved to be his last sleep, as he died while asleep, at 1:05 the following morning, of heart failure. We were both charter members of Dauphin Division, where he remained, while I was transferred to 172. He had not been able for duty since January. As he lived 132 miles from his own Division, they requested Mountain City Division to take charge of the remains and conduct the funeral. He was buried September 23 in Fairview cemetery, according to our beautiful ceremony, a delegation from Division 143 being in attendance and assisting. He was beloved by all his associates and the attendance at his funeral showed his friends to be many. Lake Mont Division of the L. A. attended in a body, Sister Kellar being a member. They also assisted at the house, showing what a noble band of ladies they are to lend a helping hand in time of need.

I see that many of our brothers are making a political journal out of our CONDUCTOR. This should not be. Our CONDUCTOR should not be used for political purposes. That is not the intention. It is published in the interest of the O. R. C., not to advance the interest of any political party.

We are all brothers banded together in support of one common cause. If we let politics interfere we spoil all. Political arguments spoil all the sense of the good reading. We can find enough of politics in our daily and weekly papers, it does not belong to our CONDUCTOR. On Nov. 3 go to the polls and vote according to the dictates of your own consciences. One party has the same right to vote as the other. I do hope our brothers will drop political arguments in THE CONDUCTOR. Let us know how you are prospering, and work for the good of the Order. Now this is not only my opinion, but that of many Brothers and also the ladies.

Our worthy chief, Brother Mack, has had sickness

in his family, and he himself has been on the sick list for sometime, but I am glad to tell you he is much better.

Our business on the road here is very dull, but we expect better times this winter. We are making from sixteen to twenty days per month. S.

Altoona, Pa.

Editor Railway Conductor:

Business has picked up in the last two months and consequently the Brothers who like to work are happy and making good time, as regular cars are making an average of thirty-three days per month. At the last meeting we had the pleasure of the presence of Brother Hiatt in the Division room. He is one of the extra passenger conductors and is away more than when on his regular run (commonly known as "bung hole").

Brother Healy, our ladies man, is still with us and looks after the welfare of the fair sex on all occasions of pleasure given by Division 181. Brother Bayler has been having poor health for some time past, but is improving at present and we hope to see him on his usual "grab all" west soon.

For the benefit of those brothers who have not had the pleasure of attending meetings lately I will say that this Division is on the mend and has been ever since we moved into our present quarters on the 9th of June, 1896. We always have a quorum and some to spare. It is strange to me that all men who have had enough experience in railroad business to be eligible are not members of the O. R. C. It is an undisputed fact that we do more for the same amount of money than any other order they can belong to. It is my experience that as long as you live up to your obligation they will live up to their promises to you.

We have had better attendance in the last few months than for some time previous to that. There is some fine material on this division of the road that does not belong to the Order as yet, but we hope to have the pleasure of putting them through the flint mill before long.

GRAB ALL.

Chillicothe, Ohio.

Editor Railway Conductor:

I had the pleasure of being one of one hundred and fifty conductors' wives that visited Chicago, June 23, to attend a school of instruction to the Ladies' Auxiliary. White City Division spared no expense to make it pleasant. They entertained royally. Success to them. Should they ever visit Savana, we cannot do too much for them. Their floor work is grand. There were ladies from Canada, the east, south, west and north. We thought of visiting the home for the disabled railroad men, which is situated 23 miles north of the city on the lake front, 40 minutes ride from the Northwestern depot. We were to meet at the office of Dr. Frank Ingalls, the 25th, at 10 a. m. I am sorry to say on that morning the number consisted of myself, Mr. and Mrs. Thomas Freeman, of Savana, Illinois; Mrs. Watson, of Cedar Rapids, and Mrs. Turner, of Cairo. At 10:30 a. m., with the Doctor at the head of our party, we started. We took Northwestern and Marshall Field's bus and arrived at Highland Park at 11 a. m.; the doctor's office is about two blocks from the depot. There we met Mrs. Dr. Ingalls, who is a very pleasing lady; also a disabled fireman. Although he has both artificial legs, he helps the doctor and his wife do the office work; which

the doctor explained, and it is no small task. We asked the doctor what time we would go back to the city, he said 2:30 p. m. Then the doctor telephoned over to the housekeeper that there would be five extras for dinner. Reaching the home it was sad, until you stop to think what a comfort it is to those poor men. Two of them are perfectly helpless. The engineer, Mr. Star, has sat for five years. He has no use of hands or feet. The brakeman's spine was hurt, making his lower limbs helpless. The doctor told me last winter he burnt his toe, but did not know anything about it until his sock was removed. The burn would not heal, so it was necessary to amputate the toe, which he did without the patient feeling it. I may make some mistake about the number there, but I think there are 12, 4 B. of L. E., 4 O. R. C., 2 B. of L. F. and 2 B. of R. T. The brakeman told me they were well taken care of. They wanted to be in the yard, so two tents about 10x12 were pitched. There is one cot in one and two in the other. Mr. Star has the one. There is a floor built about six inches above the ground, and the men told me the hard storms did not disturb them. One young man there who is being educated in dentistry, has an artificial foot. He goes to the city every day. The expense of educating him will be \$150 a year. He will finish in three years, so he will be self-supporting. The doctor told me he will unbuckle his foot, give it a toss and ride a wheel with any of them. They all seem contented there, but I never saw a smile. The house is not very large. There are double parlors, one used for bedroom, reception hall, dining room, kitchen, laundry room, five bedrooms and large bath room. Mrs. Ingalls said there were eleven more coming. The question is, where will they put them? We had not been there ten minutes before we felt as though some long-time friend had invited us out for the day. We had a very nice dinner, but our visit was too short. I will say that the doctor and his lovely little wife are in the right place. May they never tire in well doing. Now if each a lodge would take out a certificate, which will cost them \$12 a year, they have the privilege of sending one disabled railroad man there.

The conductors here, by paying 2 cents per month each member (one-half the price of one cigar), would enable them to send one man there. It is very true you are always helping some one. Who is not? But this is no fake. Go and see for yourself. I did not ask how much land they had, but there is quite a little park. There would be a good place to have a picnic, and have it annually. When you go to Chicago go out and spend a few hours there. When you come away you will feel better for having been there. I cannot tell you what our expenses were. We asked the doctor. He told us just to wait until he told us. We thanked him kindly and bid them goodbye, saying we would visit them again in the near future.

Savanna, Ill.

MRS. ED SCHMITTEN.

[This letter was mailed by Sister Schmitt in July, but failed to reach us. The second copy came too late to get into the "Ladies," hence its appearance in this column.—Ed.]

Editor Railway Conductor:

October is here and Division 186 is still able to attend our last meeting.

7 all

several of the brothers seemed to revive him and we hope he will be on hand for the next one, as we shall then be in our new hall. We have to rent from October to October in this city and in future the Division will meet in the B. of L. E. hall, No. 213 1/4 19th street north, and the meeting days will be second and fourth Sundays at 9 a. m. instead of 2 1/2 m. There was a very small attendance at our last meeting, but business has been very brisk with us for some time and the boys on the main line between Decatur and Montgomery have had hardly time to get enough sleep. That being the case, I suppose we shall have to excuse them this time, but should like to impress upon their minds that they should not stay away from meetings when it is possible for them to attend without losing time. I fear some of the Brothers are glad to have an excuse to stay away from the Division.

The majority of our members are working for the L. & N. R. R., yet some are on the G. P., some are on the A. G. S., some on the K. C. M. & R. The B. M. R. R. is owned and operated by the L. & N. and the B. M. boys are the ones you are sure to find in the Division rooms on meeting days, as they are all in town Sunday except Bro. A. P. Connell, who has a Sunday run, but does not go out on Monday. There is none of our members "cranking" on the L. & N. except myself. I am polishing wheels on the B. M., flagging for Bro. R. W. Arnold. He is the "old original Bob Arnold," the only one that was ever made, and any member of 186 will say so. Anyway, Bob is all right. He has been here for several years and we hope he may remain with us, as we are not tired of his company in the least.

I think the change in time of meeting will get some of our unmarried Brothers out more regularly, as they can come to the Division in the morning and then take their best girls out riding in the afternoon.

Our Brothers of Division 334 have been trying for some time to start a Division of the L. A. here, but have not succeeded as yet. I am unable to see why Birmingham should not have an Auxiliary that would compare favorably with the best. The trouble seems to be to get enough of the ladies in the notion at the same time. If we could only get them started I am confident they would succeed and am sure they would take more interest in their Order than a good many of their husbands do. I can only say, keep trying boys until you get them organized.

In reading the September CONDUCTOR I find that most of the correspondents have politics mixed up with the rest of their news. We have more politics at present than anything else in this country. Good luck to all the boys till November.

Birmingham, Ala.

W. T. SEAY

Editor Railway Conductor:

Everything is running along smoothly and nicely with 182. Our membership has passed the 200 mark with prospects for new additions soon. Taking our numbers into consideration our Division is in a very healthy condition, having at present but three members who are drawing benefits. The meetings are well attended and interesting and we hope the boys will keep up the good work by turning out whenever it is possible and making our gatherings this fall and winter the best we have ever had. It has been said that one is sure to be entertained at a meeting of 182. "If they don't give you an intellect-

ual treat they will give you a circus." That is about the size of it. Our boys are capable of either. If it is fun you are after they can amuse you, and if you have any knotty intricate problem to introduce they can handle it for you and do it to perfection. Come and see us and we will make it pleasant for you.

The Auxiliary is in a flourishing condition. Our Sisters are doing a good work and their efforts are highly appreciated by us. During the summer they have given several picnics and garden parties that were greatly enjoyed by those whose good fortune enabled them to be present. Among the paraphernalia of the Division are some highly prized specimens of our Sisters' handiwork, presented to 162 some time ago, which we find very useful as well as ornamental.

Before writing "finis" I cannot refrain from alluding to the tendency of the majority of the correspondents in the September issue of THE CONDUCTOR to allow themselves to discuss the great political questions of the day. The financial question is no more nor less than a political issue, and politics should have no place and take no part in matters pertaining to the Order of Railway Conductors. Let politics, like religion, be a matter of conscience for men to settle in their own minds. Discussion will not bring about agreement, but will only lead to bitterness and animosity. Consider and study the highest and best principles of American citizenship, then do what you can to perpetuate and elevate those principles. Do what you think will best preserve, maintain and strengthen our nation's credit, integrity and honor. This is the greatest nation on the face of the earth and we want to keep her great with a great big capital "G." Philadelphia, Pa. M. M. S.

Editor Railway Conductor:

"3-I" Division is still in the ring. We are adding to and building up all the time. Brother O. L. Hubbard rode "Billie" through the ranks that entitle all to become full-fledged Conductors. The "goet" got a little too frisky for our new Brother and flopped him in the first heat, but he tried it again with better results. For all these mishaps Bro. Hubbard was on duty the next morning, none the worse for the experience.

Of course when there was a little excitement in sight there was a large attendance as a result. If something like this should occur each meeting what a good showing we could make at the end of each year. It is just as important to attend each and every meeting whether there is a candidate or not. If you could only impress upon your minds that in union there is strength and attend these meetings more regularly and keep posted you surely could have no reason to regret it.

Bro. Simms has just returned from his 30 day tour to the Pacific coast, taking in the beautiful mountain scenery. He reports a fine time. Besides meeting many old associates he made the acquaintance of many very courteous Brothers who treated him elegantly wherever he went. He states that business is very light all over the western country and many good railroad men are looking for employment.

Bro. Crabb has recently resumed his freight run after being on the top shelf for about eight weeks, caused by finding two draft irons that were harder than his fingers. He came very near being depriv-

ed of one of his hands, but we are all pleased to find that he has not lost a finger, though three of them will carry a very bad scar. We are all in constant danger of injury with no means of foretelling how serious it may be, so every railroad man should be supplied with two or three thousand dollars of insurance. You will not regret the few dollars paid out now and then for a little insurance. Any one can do without a few of the luxuries of this life, keep up a policy and have just as much when the year is up. Should you be crippled you would then have something to depend on through life, and if the worst happens there will be something for the wife and little ones.

Bro. Quinn had the misfortune to receive an injury from which he was laid up a few days, but is again on duty, not much the worse for the wear.

Our Division is now just one year old and has nearly all the conductors whose headquarters are in Streator, off the different terminals of the I. I. & L., the A. T. & S. F., the Wabash and the C. B. & Q. Rys. There are only two conductors on the "3-I" that don't belong to the Order, and they will join as soon as eligible.

Business is very light just now, and we are all running in the chain gang again, thus giving each an opportunity to make all he can. Bros. Lankford and Potter still retain the two passenger runs, but as soon as the white mail comes this way they will be relieved of the cares of so much local business. It will then be "boys, get into clear and commence soon enough so as not to delay Uncle Sam."

Streator, Ill.

H. B.

Editor Railway Conductor:

The crisp, crimp breezes of October are with us, and seem to whisper to the railroad man: "Hard winter comin', boys. How are you fixed for an overcoat, and have you a stand off-with the coal man?" Those who are not so fortunate as to be fixed are beginning to speculate as to the whereabouts of their summer's salary.

Business with Division 4, like everything else, is a little quiet, and will probably be so until after election. We shall then convince our Brother from "Old Missouri," who questions the truth of our poetical dream, that we are right, and that the "swine run" will be discontinued and stricken from the time card. While you may be right, Brother Jesse, in regard to not having any silver to haul, consider the number of men that are employed in our mines, smelters, assay offices, etc., to say nothing of the many other employments incident to mining. These people are not unlike the majority of the civilized human race, they must be fed and clothed, and our western people are partial to the best, and lots of it. Our clothing is all of eastern manufacture; but few of the silver states produce hard wood, which is so extensively used in the west, besides other products, too numerous to mention, so it is plain to see where the east is to be helped. We do not confine our argument to Colorado alone, but include Wyoming, Idaho, Montana, Utah, and all the west in general. We dare say, that previous to the panic, there were ten men employed in Colorado where there is one employed to-day. When our mines and smelters shut down, owing to the decrease in the price of silver, what became of all these people? Most of them started for their former homes in the east, in all kinds of conveyances, a majority of them going

via the Coxe Army route, only to flood the east with a multitude of unemployed. So one can readily see that the west cannot only take care of herself, but can help a whole lot of eastern people when her silver mines are going full blast. Send us a barrel of your good old Missouri apples, Brother Jesse, and we will pass them around to the boys and declare it "all off." We get lots of "yaller" corn, pork and packing house products from your "neck o' the woods." Don't you get to haul any of these articles, or are you on the high grade cars and carry the freight that unloads itself?

Brother Fred Graham is again happy, as Sister G. has lately returned from an extended trip east. He is also in possession of one of Charley Rogers' Chinese puzzles, with which he has lots of fun when out on the road.

We are under obligations to Sister Meyers for the donation of two fine, home-made spring chickens, just ripe enough for the frying pan, and to make the obligation more binding, will say that Sister M. and her chickens can "play in our back yard," when we get one, every day in the week. We understand she made a like donation to Brother Kissick and wife. This reminds us that Brother K. is at home and doing finely. He and wife speak in high praise of their treatment while at Salida, at the hands of the Brothers of Salida Division, and we will take it upon ourselves to express to that Division the most hearty thanks of Division 44 for their kindness to Brother K. and wife while in their trying situation. The D. & R. G. boys have a world-wide reputation for hospitality and big-heartedness.

Our Festival of Mountain and Plain commences October 6 and runs three days. It promises to be a much greater success than that of last year, and we presume Denver will be crowded to its utmost capacity with visitors. Colonel Hooper, of the Rio Grande Railroad, is going to have fifty Ute Indians on hand, and there will be about the same number of Navahoes, also.

Denver had something rather novel in the way of a collision, on September 30. It was what might be called a premeditated affair, and was for the purpose of raising funds for the silver cause. Two old narrow gauge South Park engines were taken into the shops and fixed up for the occasion. One was branded "Bill" McKinley and the other Mark Hanna, and striped red. A track was built with a large canvas enclosure, and an admission fee of fifty cents was charged to see the two collide. They were started about half a mile apart, and it was intended that they should come together about the middle of the enclosure, but, owing to one "slipping," they came near striking near one end of the track. One was going about twenty and the other about eight miles per hour when they met. The engineers and firemen, of course, "unloaded" after the engines started, and, although the start was a failure, they made a pretty good smash of it, and an excellent purse was raised. It was quite consoling for a railroad man to view and think he did not have to tell "how it happened," "how fast they were going," "was the whistle sounded?" etc.

Brother Chas. Wise and wife had the misfortune

to lose their lunch basket with some valuable silverware in it, at our picnic, and they have the sympathy of those who were more fortunate. It was probably stolen while the dance went on.

Brother Beach has been engaged a good part of this summer in the popcorn, pop, candy, peanut and milk shake trade, at City Park, and can mix a circus lemonade, collect cash fares and look pleasant with the best of them.

It takes our past C. C. and Brother George Thorsburg to discuss politics. We shall not say much about it, but think Brother T. had the best of the argument at the last discussion.

Sister Kissick, we are glad to say, has entirely recovered from a recent spell of typhoid fever. Brother Lee Howell has been ill for a month or more, but we understand is now on the mend.

The compositor got Brother Griffin's name mixed in the last issue, spelling it "Grippen." Some things mix well, but this does not. Brother Hinkley did not stay long on his fishing trip, but should have taken Sister H., just the same.

Denver, Colo.

HOT TAMALES.

Editor Railway Conductor:

I didn't get hold of the September number until yesterday, and I think it is probably too late to get my oar into the very interesting political discussion in the Fraternal Department. If it is too late don't save this for the next issue: I shall have something fresh for that. But, right now, I want to congratulate you on your Editorial Department. **THE CONDUCTOR** is now truly the organ of an organized body of workmen; and your editorial handling of such timely subjects as arbitration, injunctions, the "unrest" of workers, etc., cannot fail to recall us from our gold-and-silver forgetfulness to the fact that we are an organized body—not of horn-blowers for our employers (we had no need to organize for that purpose)—but of individual strivers for better conditions of employment, or kickers against worse conditions.

Until the invention of the injunction scheme, there seemed to be no other reason for organizations of railroad men than that the strength there is in union was the only effective resistance we had to oppose to the selfishness and power of the corporations that employ us. The very essence of the reason for our organization was, and it is now, even if some of us have quite forgotten the fact, the difference between our wants and those of our employers. The railroad companies and other corporations want the injunction: we don't. They don't want arbitration: we do. They have what they want; we don't. They have an easy way of getting it by placing their attorneys on the bench and in the law-making bodies: we have a foolish way of getting left by voting for the creatures they put up. They put in law-makers: we put in petitions to their law-makers. They are satisfied if they have it all their way, and they think we are satisfied if one or two of us have a soft political job out of it: but they are mistaken.

Chicago, Ill.



Life Insurance — Beneficiaries — Bigamous Marriage.

When a voluntary benefit society issued a certificate to a member, payable to defendant as his wife, and, at the time the certificate was issued the member was unlimited in his choice of a beneficiary, but at the time of his death the beneficiary was required to be some member of his family, or someone related to him by blood, or dependent upon him. Defendant's marriage to the member prior to the issuance of the certificate was bigamous on the part of the husband, but he subsequently secured a divorce from his first wife and was remarried to defendant, the appellee. *Held*, in action to determine the rights of the respective wives that the defendant (last wife) was entitled to the proceeds of the certificate.

Degrote vs. Degrote. Penna. S. C., April 16, 1896.

Railway Service—Mileage Book—Custom—Conversion.

1. Mileage books contain a contract between the railroad and the passenger, to which the latter affixes his name, and expressly provide that the coupons shall be detached by the conductor. *Held*, that this provision fairly implies that the conductor has the right to determine from what part or parts of the book the coupons shall be taken.

2. The plaintiff in this case handed his mileage book to the conductor, and requested him to take his fare from the back part of it. The coupons were numbered in regular order from front to back and a portion of the leaves in the back part only, had been detached, leaving six or eight coupons that were a part of the last leaf. The conductor took off these coupons from the last sheet and the remainder of the passenger's fare from the front of the book. *Held*, that the plaintiff had no right to determine from which part of the book his fare should be taken, and that the conductor, in detaching coupons from the front part of the book, contrary to the passenger's re-

quest, did not exercise an unlawful dominion over the book.

Eaton vs. McIntire. Maine S. C., May 6, 1896.

Carriers—Injuries to Passenger—Contributory Negligence—Conductor's Direction.

In an action for injuries received by plaintiff while alighting from defendant's train, where it appeared that the train had stopped some distance from the station, and the conductor had directed the passenger to get out there, which plaintiff, though knowing, as he testified at the trial, that it was a dangerous place to alight, was obliged to do so, in order to take another train then waiting at the station, the issue whether plaintiff was guilty of contributory negligence in thus alighting, was properly submitted to the jury; and the jury having adjudged the company negligent and liable, this court affirms that judgment.

Hinshaw vs. Raleigh & A. A. L. R. Co. S. C. N. C., April 7, 1896.

Injury to Passenger From Robbers—Intervening Cause.

1. The rule that no responsibility for a wrong attaches whenever there intervenes the act of a third person between defendant's negligence and the injury sustained does not apply to a case against a carrier for injuries to a passenger by a robber, the alleged negligence of the carrier being its failure to prevent the intrusion of the robber into the cars.

2. A railroad company is not liable for the death of a passenger at the hands of an intruder upon the cars for the purpose of robbery, in the absence of evidence to show that its conductor or employes knew of the danger impending, or of circumstances to arouse their suspicion.

Connell's Ex'rs vs. Chesapeake & Ohio Ry. Co. Va. S. C., April 9, 1896.

Voluntary Exposure—Conductor's Instruction—Intoxication.

1. A passenger who voluntarily and unnecessarily places himself in a position of danger can-

not hold the railway responsible for injuries of which his position is the efficient cause; as, for instance, his riding on the platform of a moving car, contrary to the request of the conductor.

2. The self-inflicted disability of intoxication will not excuse the wayfarer from the exercise of such care as is due from a sober man.

Fisher vs. West Va. & P. R. Co. W. Va. S. C., April 11, 1896.

Ejection of Passenger—Conductor Chargeable With Extreme Care.

1. Where a conductor takes up a passenger's ticket without giving him a check or other evidence of his right to ride, whereby he is expelled by another conductor after changing cars, his right of action will not be limited to the breach of the company's contract, though no force was used in his expulsion, but will include all damages sustained through the company's violation of the duties it assumed in entering into such contract.

2. A conductor who has taken up a passenger's ticket enroute is chargeable with extreme care in seeing that the passenger is provided with the means of continuing his journey.

3. In an action for the wrongful expulsion of a female passenger, no violence was shown, and little evidence of rudeness on the conductor's part; and it appeared that after plaintiff had walked about a mile towards a town where she had friends she was taken up by a passing vehicle, and carried the rest of the way, suffering no direct physical injury from the walk, *held*, that a verdict for \$1,400 was excessive and the judgment would be affirmed on condition that a part of it be remitted.

Sloane et al vs. Southern Cal. Ry. Co. S. C., Calif., March 23, 1896.

Blacklisting—Damages Against Company.

In an action to recover damages alleged to have been received by reason of plaintiff, (formerly a freight conductor,) being blacklisted by Superintendent Corbett, who, it was alleged, had made it impossible to secure employment on any other road since the Debs strike in 1894, at which time plaintiff lost his job on account of the part he took in the American Railway Union, the jury returned a verdict for \$3,550 upon which judgment was entered.

Drummond vs. Evansville & Terre Haute Ry. Co. Knox Co. C. C., June 3, 1896.

Mutual Insurance—Forfeiture of Certificate—Non-Payment of Dues and Assessments—Notice—Insanity of Insured—Effect.

1. When a mutual benefit certificate, and the application for it, provide that if the monthly dues, assessments, etc., required to be paid, are not paid to the company on the day due, the certificate shall be void, the payment of such dues and assessments is a condition precedent to any subsequent liability of the company; and it need not take any action declaring a forfeiture in order to relieve it of liability.

2. Where a benefit certificate provides that the depositing in the postoffice of a notice of assessment, etc., directed to the insured at his address, "shall be deemed a legal and sufficient notice for all the purposes" of the contract, the fact that the assured is insane at the time, or at the time he receives it, does not render the notice ineffective or the company liable in case the assessments are not paid within the time required by the contract. Judgment for defendant affirmed.

Pitts vs. Hartford Life & Annuity Ins. Co. Conn. S. C., May 8, 1896.

Mutual Benefit Insurance.

1. *Validity of Contract—Possibility of Execution.*

Where a certificate of a mutual insurance association provided that, if the member and holder obeyed all the lawful commands of the order, complied with the laws in force or thereafter enacted, and paid all assessments and demands legally made on the certificate for the full term of seven years, then the said member should be entitled to a sum not exceeding \$1,000. *Held*, that there being nothing on the face of the contract to show it impossible of execution, it will not be declared unenforceable in equity.

2. *Matured Certificates—Preference—Attachment.*

The holder of matured certificates of a mutual insurance society are creditors of the society, and as such may secure their claims by attachment, and are entitled to a preference over holders of unmatured certificates, the latter being still members of the society.

MENTIONS

The following dispatch, copied from the *Houston (Texas) Daily Post*, clearly explains the situation in which Brother McCarthy, of Division 76, finds himself:

Ciudad Porfirio Díaz, Coahuila, Mexico, September 19.—The latest developments in the case of Jerry W. McCarthy, who has been held in prison here for the past thirty-five days without an open trial, on the charge of running over a Mexican who was stealing a ride, consist in the taking of expert testimony to ascertain whether or not a passenger falling off the rear platform of the last car on the train can be run over by that train.

The case of the prosecution is based solely upon the testimony of a seventeen-year-old Mexican, who was last seen with the boy who was found killed on the track. This testimony is to the effect that the witness and the deceased were stealing a ride on the rear platform of a Pullman coach on the train, and that Conductor McCarthy pushed the friend off the rear platform, causing him to be run over and killed.

This evidence is met by the testimony of responsible witnesses, who say that McCarthy did not leave the second-class coach at any time between the two stations between which the boy was killed; also that the deceased was seen in Nava late in the night on which he is alleged to have been pushed off and run over. To this is added the trackman's testimony, that the body had been dragged eighty feet in the opposite direction to that in which McCarthy's train was going.

It took the judge who is investigating the case several weeks to take down this evidence, and when it was all in, everybody was expecting to see the prisoner speedily liberated. The judge, however, thought differently. Notwithstanding the fact that a complete alibi had been established on the part of both the deceased and the prisoner, the judge found it necessary to take expert testimony to ascertain the possibility of a person being run over by a train when pushed off the rear platform of the last coach.

The Mexican International Railroad Company, it is understood, offered to place a train at the disposal of the judge, to run it at the usual passenger train speed, or any other speed that he might desire, and then let a dummy figure be pushed off the rear platform of the last coach to see if it were possible for a person to be run over under such conditions. This kindergarten experiment or ob-

ject lesson would have been as conclusive as any expert testimony, and would have disposed of that matter much more speedily, but for some reason the judge failed to avail himself of the offer. He has now made a requisition on the federal authorities in Monterey for expert testimony from the trainmen on the Monterey & Mexican Gulf road on this point. The exact nature of the testimony thus secured cannot be learned, but it is said to clearly point out the utter impossibility of a man being carried forward sufficiently far by the momentum of the train to fall under the wheels and be run over. Especially is this true in the case of a Pullman car, on which the platform is fully six feet behind the rear wheels, of which there are three on each side, and these not far enough apart to permit a man to fall between them.

After considerable delay in taking this testimony, it was announced that the expert evidence was ready to be forwarded from Monterey on September 15, but up to this writing it has not yet reached the court at this place. Just how much longer McCarthy will have to lay in prison while the judge gathers more testimony of such a nature, is not known. It is an easy matter for him to prolong this secret investigation by leisurely gathering in more such expert testimony, and by thus making a show of following the letter, if not the spirit, of the law, hold McCarthy in prison as long as he pleases before giving him a public trial. Such cases have occurred within recent years, and have resulted in holding American prisoners in jail from two to sixteen months before giving them a public hearing.

Mr. McCarthy has addressed a second communication to Acting United States Consul S. M. Simmons, in which he complains in very guarded terms of the harsh treatment which witnesses in his behalf allege to have received at the judge's hands. A copy of this communication was given to The Post correspondent by Mr. McCarthy, and is as follows:

Hon S. M. Simmons, United States Vice Consul, Ciudad Porfirio Díaz, Coahuila:

Dear Sir—Supplementing my communication to you of the 24th ultimo, relative to my imprisonment, I beg to request your attention to the following:

That the secret or "summario" is too long continued, during which I am not permitted to know what, if anything, is being said against me, and I am not given an opportunity to present my defense.

Recently three witnesses came from Nava, who.

it is understood, had said that the boy whose remains were found near kilometer No. 27, on the 18th of June, was seen in Nava late on the 17th of June, making it impossible for him to have been on my train, No. 1, going south.

I have the impression, though not the knowledge, and therefore make no accusation, that these witnesses were so harshly dealt with in the process of their examination that some of their testimony was more or less confused. While this process of examination may not have been unlawful, your attention is solicited, so that my imprisonment for a crime I did not commit may be brought to an early end.

Yours truly,

J. W. MCCARTHY.

The communication has been forwarded to the department at Washington by Major Simmons.

With a few exceptions, the Americans on both sides of the Rio Grande are practically unanimous in the belief that an aggressive pressing of McCarthy's case, right from the start, would have resulted in his release some time ago. The exceptions are the acting American consul and the higher officials of the Mexican International Railroad.

Vice Consul Simmons has been exceedingly careful to avoid anything which might be taken as an unwarranted interference with the process of the court, and seems entirely satisfied with the judge's frequent and invariable answer that the secret proceedings will close in two or three days, and that he is doing all that he can in the case. The railway management, too, are very conservative. They are firm in their policy that all of such cases must be fought on their merits, and seem to desire to avoid anything that the Mexican authorities might possibly construe as asking a favor.

The outspoken opinion of the Americans generally is that this delay of over a month, in the face of the evidence so far adduced, and on such pretext as the securing of testimony as to whether a man pushed off the rear platform of the last coach of a train in motion can be run over by that train is a farce, and is stretching the matter to a point where a vigorous protest on the part of the government is fully warranted.

And the following copy of letter addressed by the G. C. C. to the Secretary of State expresses our opinion of such foolishness:

DEAR SIR: My attention has been called to the fact that Jerry W. McCarthy has been held in prison in Ciudad Porfirio Diaz, Mexico, for an unreasonable length of time. He is charged, by a boy, with having thrown a young Mexican from the rear platform of the rear car in his train and it is asserted that the man thrown off went under the wheels of the train and was killed. There seems to be some pretty good evidence that the deceased was seen at other places at a time which would have rendered it impossible for him to have been on that train. All of the best advices we are able to secure are to the effect that Mr. McCarthy is held in prison while the authorities take voluminous expert evidence on the question of whether or not a man thrown from the rear platform of the rear car of a train could be run over by that train. For a person so thrown, or falling, from the rear platform of a train moving forward to be run over by that train is an impossibility. The theory is directly in conflict with the natural laws of gravitation and they could with equal reason and consistency engage in taking expert testimony on the question of whether or not a man who fell from a high window was injured by contact with the roof of the building from which he fell. We have no leaning in the direction of jingoism. If Mr. McCarthy is guilty of any violation of the laws of Mexico he should be required to suffer the penalty therefor in accordance with those laws, but we deem holding him in prison as has been done such a pretext as the taking of expert testimony referred to unnecessary and unjust.

justify the suspicion that the principal object aimed at is to keep the man in jail.

I am informed that some communications on this subject have been forwarded to your office, and I would like to add thereto our request that such speedy action as is becoming and consistent, looking towards Mr. McCarthy having a prompt and fair investigation and trial, be taken.

Yours respectfully,

E. E. CLARK.

G. C. C.

To the Hon. Richard Olney,
Secretary of State,
Washington, D. C.

* *

During the latter part of September a strike was inaugurated on the Canadian Pacific Railway by the Order of Railroad Telegraphers. We are not in possession of very much detailed information except such as is gleaned from the newspapers and there is always a possibility of that being in some particulars erroneous. It seems that the management declined to consider complaints or proposed schedule until same had been submitted to, and passed upon by the General Superintendents. Thereupon the strike was ordered. The system was very seriously crippled in its operations and for several days no freight trains were moved. Some new men were secured to fill the places of strikers, but matters were in a bad condition, more especially on the western portion of the system, up to the time of declaring the strike off, which was done on the morning of Oct. 7. The precipitation of the strike was a complete surprise to the officers and members of the other organizations, as no knowledge that any matters of that nature were in course of adjustment was had. The Grand Officers of the B. L. E., B. L. F., B. R. T. and O. R. C., were frequently communicated with by wire upon the general condition of affairs and were requested to lend their assistance. After consultation between the four chief executives, it was decided that it would be improper and inconsistent for them to go to Montreal unless called there by the chairmen of their respective committees. The chairmen of the four committees were then about to leave for, or en route to, Montreal as a committee of mediation and conciliation. They took the matter in hand promptly conservatively and very intelligently upon their arrival at Montreal, and through their efforts with the management of the company, terms were gained under which the Grand Chief of the Telegraphers was willing to declare the strike off. Further advices as to the terms under which the strike was declared off are, in substance, that the employes on strike were to report at once to their respective superintendents, be reinstated without prejudice to the positions occupied before the strike except in instances where individuals might have been guilty of such grave misconduct as to cause the general officers to refuse to accept them.

All other employes who refused to take the places of strikers and were guilty of no other offense, but were dismissed for their refusal, were reinstated without prejudice. The Telegraphers were assured that any complaints taken up in the regular course, through their General Superintendent, would receive careful consideration, and the right of appeal from the General Superintendent to the Assistant General Manager and through him to the General Manager was assured. It is very pleasing to know that the matter was adjusted as satisfactorily as it was and that the organization involved has saved the positions of its members and at the same time secured assurances of the same consideration that is accorded to other branches of the service. The outcome of this affair would seem to emphasize the wisdom of close alliances between the members of organizations employed on any system of railway. It is safe to say that had an alliance been in force on this system under which the chairmen of the other four orders could have been called for consultation and assistance before the trouble was precipitated, an adjustment as advantageous and satisfactory as the one reached through the trouble would have been arrived at without any loss or inconvenience to either the men, the company or the public. It is to be hoped that every officer of the company and every employe interested will endeavor to carry out the full spirit of the conciliatory way in which the trouble was settled, that no hard feelings or prejudices may result or exist.

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The Railway Conductors' Club of North America has been incorporated in the state of New York, and has located its home in New York City.

The first annual dinner of the club was given at the Hotel Gerlach, in 27th street, New York City, on the evening of October 6, and of it the *New York Press* said:

The dining room was decorated tastefully with American flags and flowers, and fully 200 men, representing the intelligent and law-abiding employes of every railroad in the state, gathered around the tables. At the head of the room, in friendly conversation, were the guests of the club. They included Mayor Strong, State Senator Cantor, Police Commissioner Roosevelt, E. Ellery Anderson, E. E. Clark, Grand Chief Conductor: Edward Lauterbach, F. P. Sargent, Grand Master of Locomotive Firemen, and Benjamin Norton, president of the Newburg Traction Company. General Benjamin F. Tracy was called out of town and sent his regrets.

Few toasts and short, were the order of the night. Mayor Strong said a few words expressive of his appreciation of the sort of organizations at the head of which stands the Conductors' Club. Senator Cantor discoursed on "The Power of the Ballot When Wisely Used."

CHARACTERISTIC SPEECHES.

Commissioner Roosevelt made a characteristic speech on "Uniformed Forces." The importance of proper relations existing between "Employer and Employee" was the subject of Mr. Anderson's remarks. Mr. Norton spoke on a kindred topic, but gave his attention more to the traction companies. Mr. Lauterbach was at his best in an impassioned address on "Our Country." Mr. Bondy spoke of "Our Hosts," and gave them due credit. The important subjects, "The Locomotive Firemen" and "The Modern Conductor," were handled to the satisfaction of everybody by the two grand officers, Mr. Sargent and Mr. Clark.

The dinner lasted until nearly midnight, and at its close a vote of thanks was given to the Board of Governors of the club, who had charge of the arrangements. They are C. E. Weisz, H. D. Staats, C. D. Cramer, C. F. Heitzman and J. H. Riordon.

Of the purposes of the club the *The New York Recorder* said:

The dinner was no mere social function, but was the first move on the part of the officers of the club to bring employer and employe together on a common footing, and to gain from various business men their advice and co-operation in the club's attempt to take practical steps in the solution of the great question of labor and capital. One of the objects of this club is to bring together the employer and employe so that they may better understand each other, with the ultimate object that the railroad traffic may continue prosperously, and thus advance the commercial welfare of all classes of business.

The arrangements for the dinner were perfect, the decorations handsome, and all together the directors of the club and "mine host" Gerlach earned great credit.

One course was "Conductors' Punch." This consisted of a paper case of delicious frozen punch, over which was set a small conductor's lantern with half green globe. They were brought in lighted and were recognized by everyone as a very neat and original idea. The lanterns formed a pretty souvenir for each guest.

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The following circular issued by the Chicago, Rock Island & Pacific Railway Co., explains its self:

CHICAGO, September 1, 1896.
Effective October 1, 1896, and applicable to Engineers, Firemen, Conductors, Train Baggage-men, Brakemen, Flagmen, Porters, Yardmasters, Yard Foremen, Switchmen and Telegraph Operators.

With a view of reducing suspensions, and at the same time of disciplining employes, on their individual performance, a record will be kept of each employe, showing his shortcomings, neglect of duty, violation of rules, bad conduct, etc., and at the same time a similar record of commendable service, economical performance, excellent conduct, valuable suggestions, and all exceptionally good acts which go to establish the record of a first-class conscientious employe.

Employes will, as heretofore, be discharged for

drunkenness (either on or off duty); for drinking intoxicating liquors on duty; for frequenting saloons or other places of low resort; for incompetency, dishonesty and insubordination; and for other serious offenses.

One demerit mark will be assessed in each case, representing one day's suspension under the former system, except that for a repetition of the same offense additional demerit marks may be assessed. Each person will be entitled to sixty-five demerit marks before dismissal. For every twelve consecutive months' perfect service, free from demerit marks, a credit of twenty marks will be given to each employee. No credit will be allowed for less than twelve consecutive months' service.

Each employee will be notified of all entries made against him, and in order that all may profit by the experience of others, advisory bulletins will be issued from time to time, showing the action taken with parties at fault for accidents, neglect of duty, etc., omitting names of offenders.

By adopting this method we hope to encourage good men, improve the service of fairly good employees, and drop from the rolls employees who are habitually careless, and indifferent to the company's best interests.

All employees affected by this rule start with a clean record on the above date, except that when subsequent records shall show that past offenses are being repeated, the persons concerned may be summarily dealt with, or given double marks, as the case may merit.

GEO. F. WILSON,

Superintendent Motive Power and Equipment.
W. I. ALLEN,

Assistant General Manager.

The number of demerit marks which justify dismissal seem rather small, but as twenty credit marks are given for each year of clear record, whether any demerits have been entered or not, the careful, efficient and faithful man has naught to fear.

We have for several months past used in our columns, both Fraternal, and other, all of the communications which have been sent us containing discussions on the question of national finance, without regard to which side of the question was advocated. Many interesting and creditable arguments have been presented, but we are in receipt for this month's issue of a number of communications intended to present the views of the writers on the question of national politics, which we cannot give space to, for the reason that the writers have not confined themselves to the discussion of the merits of any question of national importance or interest, but have offered discussions which are nothing more nor less than partisan politics, in which we cannot indulge, and which we cannot encourage. These communications are on both sides of the political issue, and no discrimination, whatever, is indulged in.

The Grand Chief Conductor recently visited Los Angeles for the purpose of the ar-

rangements preparatory to the meeting of the Grand Division in that city next May. Division 111 is wide awake and prosperous and they have already taken up vigorously their part of the work.

A very pleasant feature of the visit was an informal but delightful reception to the officers and members, given by the Division of the Ladies Auxiliary, in their hall, at the close of Division 111's meeting. Delicious refreshments were an important part of the enjoyable event.

Golden Gate Division, No. 364, was organized at Oakland, California, by the Grand Chief Conductor, on September 25. Thirty charter members were admitted, among them some new, but good material. The Division starts out under happy auspices and will undoubtedly add to the strength and prestige of the Order on the coast. Brother T. E. Painter, of 919 Center street, Oakland, was chosen Chief Conductor, and Brother I. M. Rilea, of 1420 Tenth street, Oakland, Secretary.

Division 124, at Ogden, Utah, recently adopted a set of resolutions very strongly endorsing and commending the action of Senator F. J. Cannon in his support of the Contempt Bill in the United States senate, and expressing thanks for his valuable assistance to us in that connection. Senator Cannon did a great deal to assist in securing the passage of that bill, and the resolutions adopted by the Division are certainly justified by his record.

Brother Geo. D. Jones, of Division 56, recently suffered the loss of his right hand, but largely through the influence of Brothers on the West Shore Railway he has been placed in charge of a work train, between Kingston and Newburgh. He has learned to write with his left hand, so that he gets along very nicely. The disposition manifested by the Brothers in assisting Brother Jones in this connection is worthy of emulation.

The Grand Chief Conductor acknowledges receipt of a cordial welcome, a flattering reception, delicate consideration and pleasant entertainment as the guest of the B. of L. F. at the opening of their Biennial Convention at Galveston, Texas.

Brother H. J. Negus, of Division 92, has recently published a song entitled "A Song for Baby," which is of undoubted merit and should bring him both money and fame.

Miss Widdie and Margarite Johnson, sisters of Conductors A. M. and J. N. Johnson, of Lima, O., are visiting relatives in Bakersfield, California.

The next session of the Grand Lodge, B. of L. F., will be held in Toronto, Canada.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 315; Issued Oct. 1, 1896; Time for payment expires Nov. 30, 1896.

Assessment No. 315 is for death of G. A. House, September 18, 1896; and all members whose certificates are dated earlier than September 18, 1896, are liable for same.

BENEFITS PAID FROM AUGUST 21 TO SEPTEMBER 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series	FOR	AM'T.
1069	M. L. McNeal	Cancer	9	3645	C	Death	\$3,000
1072	H. Bloom	Cancer of stomach	3	4492	C	Death	3,000
1073	Wm. Skea	Accident	39	2960	C	Death	3,000
1074	R. P. Fowler	Railroad accident	92	4899	A	Death	1,000
1075	H. W. House	Uracenic poison	68	3972	C	Death	3,000
1076	E. Howard	General congestion	303	1303	A	Death	1,000
1077	J. T. Clarey	Railroad accident	46	1797	A	Death	1,000
1078	Fred Wight	Pulmonary abscess	103	1053	A	Death	1,000
1079	Chasteen Owens	Pernicious fever	103	4744	C	Death	3,000
1080	J. F. Hawley	Accident	372	2198	B	Death	2,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,741; Series B, 3,438; Series C, 4,709; Series D, 422; Series E, 72. Amount of assessment No. 315, \$28,792; Total number of members, 14,395.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Aug. 31, 1896.....	\$2,445,527 00
Received on Expense Assessments to Aug. 31, 1896.....	50,728 30
Received on Applications, etc., to Aug. 31, 1896.....	35,489 70
	\$2,531,745 00
Total amount of benefits paid to Aug. 31, 1896.....	\$2,406,867 00
Expenses paid and assessments returned to Aug. 31, 1896.....	81,582 18
Insurance cash on hand Aug. 31, 1896.....	43,295 82
	\$2,531,745 00

EXPENSES PAID DURING AUGUST.

Fees returned, \$12.00; Incidental expense, \$13 05; Stationery and printing, \$104 40; Postage, \$245.00; Salary, \$336.67; Total, \$711.12.

Received on Assessment No. 312 to Sept. 20.....	\$27,517 00
Received on Assessment No. 313 to Sept. 20.....	15,962 60
Received on Assessment No. 314 to Sept. 20.....	5,322 10
Received on Assessment No. 315 to Sept. 20.....	1,687 5c

M. CLANCY, Secretary.



OBITUARY

Hawley.

For the second time since its organization, in 1895, has the grim Angel of Death invaded the ranks of Division 372. Brother Jno. F. Hawley was killed at Starkville, Colo., August 17, 1896, while in performance of his duty. A good, loyal member; a true and loving husband; a friend in all the term may imply; ever ready to perceive a virtue and to overlook a wrong, he was held in the highest esteem by all who knew him, and his death brought a profound sorrow to all. Division 78, of the L. A. to O. R. C., join with the Brothers in expressing their deepest heartfelt sympathy with his bereaved wife and family.

Adair.

Brother W. W. Adair, Chief Conductor of Crawford Division, 109, died of complication of diseases on September 2, 1896. In his death the Division has lost a staunch supporter and faithful officer, and his wife and children a loving, devoted husband and father. At a special meeting of his Division, held September 4, 1896, resolutions were adopted, fitly expressing the grief of the members and their sympathy with the stricken family.

Punches.

The home of L. J. and Sister Punches, of Elkhart, Ind., has been made desolate by the death of their only son. Deceased was a young man of unusual attainments and left hosts of warm friends. Andrews Division No. 4, of the Ladies' Auxillary, join in extending condolence and sympathy to the bereaved family, and hope that strength may be given them to bear the burden that providence has put upon them.

Estabrook

The home of Brother W. D. Estabrook and family has been made one of sorrow by the sad and untimely death of his eldest daughter, Lulu, who was run over by the cars in Norwich yard Oct. 4, and only lived two hours. It was doubly sad, as it was her 12th birthday and had been looked forward to with much interest. Besides her heart-broken parents and sister, she leaves a large circle

of friends to mourn her loss. She was beloved by all who knew her. Brother Estabrook and family have the heartfelt sympathy of the members of Div. 341.

Braun.

Bro. H. F. Braun, of Division 53, is mourning the loss of his beloved wife who died at the home in Ft. Worth, Texas, on August 1, last. At the the regular meeting of the Division held September 13, following, suitable resolutions were adopted and sent to the sorrowing Brother.

Elliott.

The death of Bro. W. T. Elliott, who departed this life from his late residence in Denison, Texas, on September 10, last, was an especially severe blow to the members of Division 53. In him the Division loses one of its best beloved members, and the honor and esteem in which he was held cannot be measured by the fact that he held the highest position in the gift of his Brothers. In him the community loses a citizen whose every bearing commanded its respect and challenged reproach, his wife and son a loving and indulgent husband and father. At the regular meeting of the Division, held September 13 following, suitable resolutions were adopted and forwarded to the bereaved family.

Patterson.

It is with a feeling of deep sorrow that Division 213 records the death of a most worthy Brother, J. C. Patterson, which occurred at Mt. Clements, Mich., August 28, last. To the bereaved family the members extend their deepest sympathy, trusting that they may be sustained in their great sorrow. Some measure of the high regard in which deceased was held may be gathered from the large number of Indianapolis citizens who attended the funeral and the beautiful floral tributes paid his memory. The funeral was held under the auspices of the Masonic fraternity and was attended by a large number of the O. R. C. and other organizations. The remains were buried in Greenwood Cemetery, Michigan City, Ind.



J. T. HARAHAN.
Second Vice President of the I. C. R. R. Co.



M. E. INGALLS.
President "Big 4" and C. & O. Railways.

THE RAILWAY CONDUCTOR.

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SELF-MADE RAILROAD MEN.

J. T. Harahan, Second Vice President of the Illinois Central Railroad Co., whose portrait we present in this number, is a typical self-made, successful railroad man. His experience has been wide and varied, and through it he has gained a practical knowledge of the details of the business and of the natural feelings of, and the standpoint occupied by, his employes, which is of inestimable value to the company fortunate enough to possess his services. He commenced railway service as a clerk in the freight office of the Boston & Providence Railroad, at Boston, in 1860. In April, 1861, he joined the army, where he remained for three years, and re-entered railway service in 1864, as a switchman, at Alexandria, Va. Subsequently worked in the shops at that point, and from that service was made an engineer. From 1865 to 1870 he was employed by the Nashville & Decatur and Louisville & Nashville railroads as yard master and freight and passenger conductor. In 1870 he was placed in charge of the Shelby road. In 1872 he was appointed road master of the Nashville & Decatur division of the L. & N. In 1879 was appointed superintendent of the Memphis division of that system, and served that company successively as superintendent of the New Orleans division, general superintendent of the lines south of Decatur, Ala., and general manager. His services were of that character which made him sought after by various railway companies, and he served the Baltimore & Ohio, Lake Shore & Michigan Southern, Chesapeake & Ohio, and Louisville, New Orleans & Texas railroads as assistant general manager and general manager. In November, 1890, he accepted the position at present held, second vice president of

the Illinois Central Railroad in charge of operation.

The forty-sixth annual report of the directors of that company to the stockholders, submitted October 12, 1896, shows that under his management the company has done a larger business than in any previous year of their history, not excepting the world's fair year. The gross and net receipts from traffic are larger than in any previous year, both in amount and in amount per mile of railroad operated. In this report the directors say: "While congratulating the share owners on this continued evidence of the capacity of the property to earn increased revenues in times of such general depression, your directors cannot refrain from saying that these results are largely due to the skill and devotion of the officers and the loyalty and efficiency of the men in all branches of the service."

It is especially pleasing to note that these results have not been attained in any degree by reducing the compensation of his employes. Mr. Harahan believes in paying good wages for good service, and when the C., O. & S. W. Railway recently became a part of the Illinois Central system, one of his first acts was to fully restore the wages of the employes of that road, which had been cut during the hard times and only partially restored. Mr. Harahan's thoughtful consideration for his employes and his disposition to be eminently fair with everyone are reflected in the officers under him, and it is safe to say that no manager is held in higher esteem by his employes, and to that esteem is added a very high degree of confidence.

M. E. INGALLS.

The cut of Mr. Ingalls which appears in this issue, is by courtesy of *The Express Gazette*, from which paper we copy the following sketch:

Mr. M. E. Ingalls, the President of the Cleveland, Cincinnati, Chicago & St. Louis and the Chesapeake & Ohio Railroads, is conspicuous among the great railway managers of the country. Indeed, it may properly be said that he stands pre-eminent among railway men in the development of railways in the West and South.

Mr. Ingalls came to Cincinnati a score of years ago, representing Eastern interests in a railroad known as the Indianapolis, Cincinnati & Lafayette Railroad, which property was in a decidedly "embarrassed state." He was then an unknown young lawyer, but in the management of this property showed that wonderful talent which has since made him one of the master minds in the railway world. A dead railroad was resurrected, to become a potent force, and is now a component part of the splendid railroad system known as the Cleveland, Cincinnati, Chicago & St. Louis Railway. This system, commonly known as the "Big Four," covers, in territorial extent, Cleveland, Cincinnati, Chicago & St. Louis, four great cities in the "heart of the continent."

Looking toward the Atlantic seaboard, Mr. Ingalls saw an opportunity in the long neglected Chesapeake & Ohio Railroad, and through his genius and energy there was established what has become a popular railway system, making a connecting link between the sea, the lakes, and the great rivers; extending also through a steamship

line (his own creation) from Newport News, Va. to Europe.

In speaking of Mr. Ingalls as a railway organizer and developer, the story of his eventful life is not complete without a statement of his general interest in public affairs. He is always ready to come to the front in matters that concern the welfare of the community in which he lives and that through which his railways run. In Cincinnati, for instance, he has been instrumental in effecting improvements which a less daring mind would have hesitated to do. The splendid streets of that city, for which it now enjoys a reputation, were due to his efforts. This is merely mentioned as an incident of his interest in public affairs. That interest has not been confined to Cincinnati alone but has extended to every community on the lines of railroads over which he has supervision and which he has developed.

There are two kinds of railway managers—the wrecker and the builder. Mr. Ingalls belongs to the latter class. He is not only a builder of railroads, but, above all, he is a builder of public spirit, which manifests itself on every occasion in whatever he may think is for the public good. His voice and pen are always ready to respond to any call for advice or information. He is called the "Chauncey M. Depew of the West."

The noblest tribute to Mr. Ingalls' character, his life and public service, is the esteem and admiration in which he is held, not only by the public but by the thousands of employes of the companies he represents.



RAILWAY CONDUCTORS' CLUB OF NORTH AMERICA.

The first annual dinner of this club was given in New York City, October 6, 1896. Mention of same appeared in October number. The speeches were taken stenographically, and as the attitude of prominent men toward labor organizations, and their estimate of our own Order are fully expressed, the report cannot fail to interest our members, and we give it in full, as follows.

MR. WEISZ :—*Gentlemen*: On behalf of the officers and members of the Conductors' Club of North America, it gives me great pleasure to welcome you here this evening, on the occasion of our first annual banquet. I cannot consistently trespass upon the time allotted to the esteemed speakers for the evening, but I wish to state, briefly, that the club I have the honor to be identified with was incorporated with a view to advancing the interests of the general public, and of the conductors of North America.

Were we to compare the conductor of thirty years ago with the American conductor of to-day, we would be forced to admit that a complete metamorphosis has been accomplished, and why?—simply because they live in an age of progress, and the same desire which exists in the college graduate to excel in his chosen profession, exists in the conductor of to-day.

The occupation of conductor is not necessarily one of choice; but, once accepted, the same ambition for advancement which excites men in other walks of life to make progress, impels the conductor to justify his ambition by his devotion to the interests entrusted to him. The representative conductor of to-day has practically reached the standard of perfection. He is not a respecter of persons, and hence claims an equality with all men of manly attributes. He is, as a rule, conservative, and a positive character, ever willing to accede to all that is reasonable, and ever ready to condemn any encroachment upon his constitutional rights. The railway men of our country have more or less been subjected to severe and unwarranted criticism on different occasions, and the general public has been led to believe that the lawlessness indulged in by a few was the direct result of a preconceived will of the many. This, my friends, I can assure you, is not the case, and a great injustice has been done. Later on you will hear from the respective heads of organized bodies of railroad men in North America. They will define the ambition and position of these men; they will give you statistics showing the vast number of men identified with their respective Orders, and they will tell you how these men

make progress, and promote their mutual interests. When I say *mutual interests*, I mean it in the broadest sense. Go into their homes, when and where you will; see the devotion and fortitude displayed in times of peril; see the happiness that exists in even the humblest of these homes; follow them to their work and see the devotion to the charges entrusted to them; and, friends, while they accept in good grace all that conditions have tendered them, *their ambition still remains*, constantly looking forward to a brighter future, but ever willing to answer to their Creator's last call, which shall shape their future destiny, believing that they have been true to themselves and true to their trusts.

Gentlemen, we assemble here this evening to do justice to a good cause, and I hope the future will see our guests, and the conductors of our country, firmer and more loyal friends, striving to meet the requirements of our mutual interests.

I thank you for your indulgence, and now I am permitted to perform one other pleasant duty. I desire to introduce to you the mayor of the greatest commercial city in the world, the honorable William L. Strong.

MAYOR STRONG :—*Gentlemen of the Conductors' Club of North America*: I believe I was invited here this evening to give you the welcome to the city of New York, and judging from the appearance of you all here this evening, I think you do not need any welcome to New York. You are here, and you are going to have a good time. All the same, gentlemen, we bid you a hearty welcome—you and yours. Your entire club, numbering twenty-five thousand members, would be equally welcome to our city, except that this hall is not nearly large enough to take you all in. Our legislature knew pretty well about these Conductors of North America arranging to establish a Club in New York City, and so they created a Greater New York for it. You honor our city—this little city of ours—by having your first annual dinner with us. And we hope that the next dinner you give, you will be able to give it in the Greater New York—in the city that has only one superior in the number of its inhabitants and no equal in the class of people who make it.

In the old times—none of you boys remember those times; there are only a very few of the boys who were here then—when we used to travel by stage coach, we didn't have anybody coming along in the middle of the night, ringing a bell and waking us up and telling us to show our tickets, for we had paid our fares at the start, and that

lasted the whole way through. It is true we had to get out sometimes in the mud and shoulder a fence-rail, and help pry the stage out of the mud, but we could do that, and we had no "ten minutes for refreshments."

The first time I came from Buffalo to New York, it was in the winter, sometime in the month of February. A good deal of the time I was in a mail-coach—I suppose they called it a mail coach because there were no women there—and a little this side of Brownsburgh, Pa., I think, I got outside and rode with the driver. It began to rain, and, because I had got outside to ride with the driver, they wouldn't let me get inside again, so I stayed out in the rain. The next time I came to New York was several years later, and I was just twenty-four hours coming over the old strap railroad. The strap rails some of you fellows don't know about, but the older fellows know them. I was just twenty-four hours coming from Buffalo to Albany, and I had to buy five tickets, one from Buffalo to Rochester, one from Rochester to Syracuse, one from Syracuse to Schenectady, and one from Schenectady to Albany.

Well, your president has said that you conductors are far in advance of the conductors of that day. I am willing to believe that, for I am not going to take exceptions to anything that the president says; but for all that, I am going to tell you one thing, and that is, that they had just about as much fun in those days as you have now. And they knew the difference between a celluloid chip and the other kind.

I cannot say anything more now, boys, for you have got somebody else to speak here to-night, and they will tell you something worth listening to. The first gentleman that I am going to introduce has for a subject "The Power of the Ballot," and he is a man who knows something about the subject he is to speak upon, for he has been an important factor at Albany. With the power of the ballot he has ruled the legislature at Albany for the last three or four years. He has given us one of the most profitable and interesting bills—the only excise bill that has ever passed in this state. And he is living now to wear the laurels for the beautiful speech he made in Albany on one side of that question, but it happened to be on the side that didn't pass the bill. If they had listened to him the bill would not have passed. The Honorable Jacob A. Cantor.

HON. JACOB A. CANTOR :—The last allegation of his honor, the mayor of New York City, reminds me very much of the gentleman himself, and a very important measure which he opposed, but which he has to night lauded, the

Greater New York. They both had their way, and I was with them.

Now, I was an important factor at Albany; I was very important, although I was in the minority, because the powers that were used to say "What does the minority want?" and having found out, they went the other way. In so far as the honorable mayor was right. I was a very important factor in the last legislature. It reminds me very much of an occasion in that body when a distinguished member rose and said: "Mr. Speaker, I would like to ask how the chairman of the Railroad Committee voted on the bill?" The speaker called for the report, and the secretary said: "The gentleman voted 'aye.'" "That's good enough barometer for me," said the member, "I vote 'no.'" That is the way in which I was an important factor in the legislature at Albany.

Now, it took Mayor Strong a very long time to get from Ohio to New York, the first time he came; but it did not take him a very long time to get to be mayor of New York. But I am reminded that "The Power of the Ballot" is the subject for my toast for the evening. Well, there are some of us at this table who know very well the power of the ballot. I recollect some two years ago an experience with it that was melancholy in its results. I thought that congress could not get along without me. The ballot said that it could. The result proved that I was right. The power of the ballot was leveled at me with full volume and fatal force, and through the influence of my friend Anderson I went down in the struggle; but the people suffered. Who can tell what a wonderful change in public sentiment would have passed over this country had the result been otherwise? Who can tell what gigantic financial schemes I would have propounded had I been allowed to face Speaker Reed? There would not now have been the question of gold and silver, for I would long since have settled all that.

But I am very glad to be here to night. I have suffered at the hands of railroad conductors within the last two years, and the only chance I have had to get even with them is to inflict them with this speech to night. And whether this is not a very proper reward I leave to the New York Central conductors who are here. I have suffered at their hands since the passage of that glorious bill which had the support of Lauterbach and the others, since those generous days when passes were in order, when the conductor did not care whether the pass was signed at all, or whether the names signed agreed or not. Those days have gone

gone with the days of the stage coach. The conductor now carries us with his weary tramp all night, from New York to Albany; wakes us up or takes us from our book, if we have been permitted to read, and says: "Tickets, please," and is as sure to tell a celluloid chip as the other kind that Mayor Strong told about.

But the "Power of the Ballot" is the subject which I have to speak upon. I have always believed that the ballot should be a pure one. I have been associated with people upon both sides of the political question, and know their ways. At the same time I believe that there is but one thing upon which the hope of our country rests—that is the honest voice and sentiment of the people as it is expressed through the means of the public ballot. I believe in a pure ballot, not upon sectional or class sentiment, but upon the honest judgment and broad patriotism of the elector who deposits it. I know that sometimes the electors of this country are influenced and inveigled by suggestions and sensations which ought not to find a place during a political campaign upon which depends the weight of the commercial and financial interests of America. The road to the ballot box should be paved with good judgment and honest motives, and be backed by the strongest patriotism that can possibly excite the human breast. I would not array section against section, nor would I permit class to be ranged against class upon American soil. I believe in the public ballot, based upon honor, based upon intelligence, and that if this country is to live the men who select the public servants to rule over us must be guided by common sense, and must leave their prejudices entirely behind them.

Now, I did not intend at all to make any kind of a speech to night. I am here to testify my regard and respect for the great organization of which you gentlemen represent the component part. I have, during my brief career at Albany, watched the labor organizations, not only of my own state, but as they exist and are controlled throughout the country, and I believe that there is no organization of my time which manifests more conservative good judgment, which cannot fail to work the good not only of the great membership, but to the people at large, and to common interests, as have those of the railroad employes. And if that same good judgment was to exist in other labor organizations, I believe that then there would not be that constant antagonism between capital and labor, but on the other hand, each would recognize that neither can live without the support and confidence and assistance of the other.

It has been well expressed by one of the politi-

cal economists who stated that capital and labor are like a pair of shears—one blade is useless without the other. It takes both blades to make it cut. This is, in my judgment, the best example of this case I have ever seen, at least upon the soil where we have the pleasure to live. Labor and capital working together form the strength of this great nation. An honest ballot is the armament upon which this force depends for its success. It is the popular expression, it is the voice of the people coming through this conservative channel; and if that judgment is used honestly and prudently, as it can be used in such conditions as I have suggested, it will be freed from classes and sections; it can know no north, no south, no east, no west, but will recognize in all only one common country.

MAYOR STRONG:—*Mr. President:* The next speaker that I shall introduce is, perhaps, the meanest man on this American continent just now, unless it is Bryan. After this gentleman was introduced to the Police Board, he and I have been more abused than any other men in New York, perhaps in the United States—a good deal more than any of you railroad conductors. He has made a great many men in New York down on me, for which I am intensely grateful to him. He has carried the Raines Bill into execution in New York City, and I know my friend Cantor will agree with me that he is the meanest man in the country. Mr. Roosevelt, Commissioner of Police for the city of New York.

COMMISSIONER ROOSEVELT:—When my chief compared me to Bryan, it reminded me of that congressman who came around to a friend of mine one day and said: "Well, they do say pretty rough things of me. They are comparing me now to Judas. Well, I can stand it." "Yes," the friend said, "but think of Judas." I can get along very well in this case, but what will Bryan say? I have gathered from a study of the daily press, and from the pretty pictures which have appeared from time to time, that I was not always looked upon with favor by some. If they have striven to make me not enjoy myself, there is at least this consolation, that I have had a better time than they did.

Gentlemen, it was a very great pleasure to me to be invited to this dinner to night. I deeply appreciate the compliment paid me. It is the first dinner, the first banquet I have attended this summer, and in no spirit of flattery I will say to no other organization would I have come in the midst of the labor which now engages me, but to this. I almost hesitate to say to your faces what I have said again and again behind your backs, that I appreciate so much what has been done for

the good of our common country by such organizations as those represented here to-night, you railroad men. I have appreciated it so much that I felt, as a well-wisher to American institutions, as a man who, according to his abilities strives to make our social life a little better and not a little worse, I felt that I was bound to come around here and show my sympathy.

An organization such as yours possesses a power mighty for good, if used aright, mighty for evil if used wrong; and it has been your good fortune to deserve well of your country by using your power rightly. The toast given me is "The Uniformed Force." I have but a word to say in that regard. Like every other man that is worth his salt I have come to feel a kind of pride in the task in which I am engaged, and in the men with whom I am so deeply interested. I have come to feel that my time is not entirely wasted when it is occupied in the service of the New York police force, and one of the most important employments of my office has been the task of finding new men to fill up its ranks. We do not, as a rule, draw our men from your association. You are a little bit too high for us. We do draw, however, from the next grade below you. From among the brakemen we draw a good many; and since I have been sitting down to the table here to-night, Mr. Sargent happened to mention to me that three months ago we appointed the head of the Firemen's lodge of New York to the police force. When Mr. Weisz told me that three of your members had applied for positions on the force, I told him to give me their names, that I might identify them when their cases came up. Of course, if they cannot pass the examination they cannot receive appointment; but I have this matter of intense gratification, that I believe they will deserve well of you and of Mr. Riddle. The three gentlemen you have mentioned will be given the examination, and be they republican or democrat, or if they do not know a politician in the world, they will be given a fair show by us, and if they win their places they will get them. It is a matter of very great gratification to me to be able to say that any man who comes before us, whether he comes to approve of a policeman or to complain against a policeman, or to make application to be a policeman, that he is going to be treated according to his right and his merits. If he is a bad man, if he has the president and the governor, and two or three senators back of him, it doesn't make any difference with his appointment; and if he is a good man he doesn't need anybody back of him at all.

The New York police force has been in a very unsettled state for some time

period of that state I have been managing things at any rate. I have managed them under the mayor, and with his full consent, although he has as he said, been pained a little now and then. But I have felt that I had to do my duty in spite of temporary attacks and temporary obloquy; and whether it may mean lack of popularity to me or to anyone else, I will preserve the policy which, in the end, will win the approbation of everybody, every well-wisher of the city and of the country.

Now, gentlemen, I am to speak to you of the members of the Uniformed Force. The "uniformed" means a great deal, but it only means it because it is the symbol of what the organization means. I would gladly speak from my personal experience with the men who have come to us from your organization and kindred organizations, especially from the grade immediately below you—the brakemen. We find that the very best men we get are the men who have had three years' training in the United States army and navy. They have the military training and discipline, the self-control and power of attention to details that are so necessary to our work. Next to them come the men who have been brakemen and firemen on the railroads and the conductors or motormen or guards on our elevated railroads here in the city. The man who has the courage, experience, self-command, which is inevitably associated with the life of railroad men, is well fitted for the duties of the police. I feel more than ever before the truth of something General Sherman said to me the last time I ever saw him, and something that he said to other men time and again, that in the event of a great crisis in this country, when it should be necessary to get together a great army on short notice, he believed that the most formidable fighting force that any country ever raised could be immediately recruited from the ranks of the railroad men of America. If there should be a war, I have no doubt but that you would raise that force, and as there is peace, I have no more doubt but that you will furnish a most effective force to war for righteousness, for liberty and for the best interests of your organization and of our great land.

Allusion was made in the very eloquent speech of Mr. Cantor to the effort to raise up a strife between section and section and array class against class. I hate the very words "classes and masses." They have been used effectively by English statesmen, but it is a very bad thing to have them taken up by American demagogues politicians and dinned into the ears of the public during a political campaign. The very worst enemy of free institutions is the demagogue, be

be capitalist or be he wage earner, who preaches the doctrine of hate, the man who makes one feel that there is an advantage to one class in working the ruin of another class. It is for that reason that I prize so highly the work that has been done by your organization. I do not think that any forces in the American body politic have in them so much good for the American people in general, and for the wage-earner in particular, as wisely conducted labor organizations

A cheering thing in looking at the present crisis is the fact that for many years prior to the depression of 1893, the rate of wages in your body and in kindred bodies of railroad men, rose, and the fact that you have been able to keep those wages very nearly stationary, even during the last three disastrous years, is more cheering. I say that it is very cheering, not only for you, but for the whole body politic as well, because the welfare of America depends upon the welfare of the wage-earner. Now, the very fact that makes that seem important for good would have made it important for evil if you had been led either foolishly or recklessly to do what would have damaged you and damaged the whole country, and my faith in the future of this, our land, is largely based upon my belief that the other organizations are generally going to copy more and more the wisdom and courage, the firmness and resolution not to be awed on the one side nor shaken by gigantic perils on the other, that have characterized your organization and kindred organizations of railroad men.

We have many, many problems to face in this land, and in spite of the schemes well meaning enthusiasts may lay before us, it is idle to expect that we shall ever in our day, or in our children's days, see the time when life will be pleasant and smooth for every man, in whatever condition and position, he may find himself. We shall often see even the man who deserves well, fail, but we can render his condition infinitely worse if we let his interests become involved in the schemes of every visionary who may seek to improve them. We cannot hope to make this country an Utopia all at once, but we can hope to do a great deal; and through such organizations as this is, we can hope to get a little more justice, a little more equity, to render life a little less hard, to render the condition of us and our fellows a little easier and a little happier. We can strive to make life better for the poor people around us. If we pay attention to our "rights" and neglect our duties, we are laying up an ill day ahead. We must remember not only that we are members of this or that organization, not only that we are railroad men, policemen, bankers, but we must remember as

well that we are American citizens; that we are not members of a class, but as merchants or clerks, railroad officers or railroad employes, we are all standing shoulder to shoulder and striving for what is right, not only because it is right, but also because we all hold dear, what is for the honor of our common land

MAYOR STRONG:—The gentleman whom I now have the pleasure of presenting to you is the leader of his profession in the United States, a man who has become one of the greatest railroad proprietors in the country, the Honorable E. Ellery Anderson.

HON. E. ELLERY ANDERSON:—*Mr. Mayor and Fellow Conductors:* I say "Fellow Conductors," not misnaming you, by any means, but because the word in truth includes a service in which I am glad to be engaged. I am glad to be with you to-night, and to talk with you, and to unite with you in this banquet. If we can only unite together for good and practical purposes, and lead each other onward, we may all be glad to be conductors. The feature of this evening that filled me with pleasure in coming here is that employer and employe can both sit down to the same table and partake of the same banquet and talk over matters for the good of ourselves and of our common country. In that respect no words of commendation can be too high for the object you have in view. Bring the employe and employer together in the closest bonds, and let them know just what their true relations are to each other.

Capital has been called accumulated labor, and justly so. Men in an industrious country like ours save up at the end of the year that portion of the product which it seems practicable to withdraw from the actual employment of production. Money is not wealth, but it is that portion of what labor produces which is not used during the year. By force of necessity in a very few years' time all the accumulation of that character will turn away in the form of capital, accumulation evidenced by the great buildings in our cities, evidenced by our railroads, and evidenced by our business houses and corporations. The whole value of capital in the United States as it stands to-day, counting in all the great railways and all the business houses and corporations in the country, does not quite reach seventy thousand millions of dollars. The product of the employes of America for the fiscal year will reach, and has been estimated to exceed ten thousand millions of dollars. In other words, as far as capital is concerned, it has been able in all these years to accumulate as much as is earned by labor each year, multiplied by only seven. You can readily see, then, that in the question of employe and

employer, the distribution of the annual product is one of immense interest to the country. That question is one that, if I had the time to thoroughly discuss it, and you had the patience to listen to me, would oblige me to keep you in my company not only the whole night, and to-morrow, but require you to spend several weeks and months in that agreeable occupation. My time being limited, I will forego this doubtful pleasure.

The relations of employer and employe are the relations upon which depend the welfare and happiness of the whole country. Let us learn now to settle the difficulties between them, and we have solved all the difficulties of the whole country, for the welfare of the whole country rests upon these sources. Now, in treating of the great financial conditions, the thing we have to consider is the question by what rules or laws are we to arrive at a conclusion in regard to the present crisis, and its remedy. It is true that wages might be too high, and the result of too high wages is to throw people out of employment and to make less employment, and as a whole to place the wage-earner in a worse condition than he would be under lower wages. It is equally true that wages can be too low, and that, as you know from the bitter experience of this country, results in danger and disaster to both employe and employer. To the latter, because under such conditions the producer secures for his product far below the average that can be obtained when his laborers receive what they should.

Now, the question is, what this distribution should be, and what the laborer should receive as his share, for the best interests of himself and for his country. We have been seeking the solution of it for many years, and in many lands. It has led to Wood's "Song of the Shirt," in London, and in other countries it has led to those forms of suffering which we hope will never be visited upon America. We have tried to solve it by discussion and through the press; we have tried to solve it by strikes, and found them always attended with bitterness, and to be avoided if possible; we have tried to solve it through application of organized labor to the problem, and it is through that method, in my judgment, that with a little more perseverance and a little more work, we will make the relations of capital and labor considerably more harmonious. Capital without labor is barren; labor without capital is helpless and unproductive. My friend has compared them to the two blades of a pair of shears, one of which is useless without the other. I will make another comparison—I will compare them to a happy marriage of husband and wife. In this age of the new woman it is perhaps necessary

to say which is the man and which the woman. It is perhaps enough to say that in the question of capital and labor that union is bound to produce the best results.

A suggestion which I wish to lay before you to-night is this: Why not take a step in advance of what has been done in the form of organized labor? Why not have the labor organizations incorporated under the laws of the state? In the dealings of the organization the capital is represented by those who employ laborers in large numbers, and are found in great corporations organized for the purpose of the protection and advancement of their mutual best interests. Organized bodies are more or less responsible when the agreements intended to be reached are not carried out. Then why not take a step in advance. Permission has been given by congress. There is no reason that I can see why these bodies representative of labor should not be incorporated the same as capital, and let it become known that labor has rights which all are bound to respect. Why not have all organized bodies of labor incorporate themselves and become capable of speaking out and claiming their rights in the courts, and capable of securing their claims when the law says they are right? Think of the result. In selecting the officers of your organizations you elect men who are capable of filling the positions and doing the work required of them. You select for your delegates and for your boards of directors men who have had experience in dealing with corporations, and men who will in every respect be capable of doing business intelligently with the men with whom they have to deal. Such an organization, represented by such men, would be able to compel attention, and if their agreements were not carried out, to compel their proper performance in the courts. As a corporation having a body, and having responsibility, you will be able to enter into contracts and to make agreements as to terms, as to hours of employment and terms of compensation which the parties on either side would be obliged to perform. An obligation of this sort, a responsibility of this kind is an advantage and not a disadvantage, because you will find that great employers, finding that they are talking to men who are responsible for what they say, will make better and juster bargains with you than if they have to meet committee after committee from loose organizations which organizations do not know where they begin and where they end.

The organization of labor under the law would give to labor a power which it has never before had, either in this or any other land.

Whether organized labor takes this step or not, I desire, in conclusion, to say a word in commendation of the work that this club has done, of their wish to have every difficulty settled without resort to violence or disregard of anything that may be said of the other side. They have shown a disposition to do entire justice, and in this way to bring capital and labor into more intimate relations, and join them with the bonds of justice and intelligence which should unite them.

All honor, then, to you who have raised this noble standard, who show by your actions a disposition to protect those whom you represent, and at the same time know their duties and obligations. All honor to you who are trying to give a helping hand to your brother who toils, and at the same time to stretch out the other to the employer, to find which is right, and to give him his due. I know of no better, greater and brighter word that I can say than by repeating to you the words of the great Teacher of all mankind to those whose object is the same as I understand yours to be: "Blessed are the peace makers, for they shall become the children of God."

MAYOR STRONG:—Now, gentlemen, I have the pleasure to present to you one whom you know better than I do, for he is put down here as the Grand Chief Conductor, and a model worthy to be patterned after. I have the pleasure of presenting Mr. E. E. Clark, Grand Chief Conductor.

GRAND CHIEF CONDUCTOR CLARK:—*Mr. Chairman and Gentlemen:* As a conductor, for several years I indulged almost daily in after-dinner speaking, but as my speeches were confined almost exclusively to the words "Ali aboard," and as I immediately boarded the train and left town, I did not then experience the same embarrassment that I do now.

I have heard it said that sometimes the most delicate compliments are those paid by children, and I am going to tell you of a compliment of this kind to a conductor. A lady came into the train with her little girl and the child was as inquisitive as usual, and wanted to see everything that was going on. Pretty soon the conductor had occasion to pass through the car. The child watched him as he came in, as he passed through and went out the rear door, and then she turned to her mother and said, "Mamma, was that God?" Her mother could very properly have answered, "No, my child, that is a modern conductor."

The only way in which we can speak of the modern conductor is to compare him to some other kind of a conductor, as the conductor of the past;—the conductors of the time our good

mayor told us about, when he traveled by mail coach (probably called mail coach because there were no women around). I want to say that if that was the only kind of coaches they had here now a-days, there isn't a railroad in this country that would have a conductor in two weeks. He tells us that the first time he came to the city of New York by rail he had to buy five tickets between Buffalo and Albany. It's different now. I met a most genial gentleman at Buffalo this morning, who took my ten dollar bill, gave me back seventy cents, and I hadn't a thing to do but ride to New York.

We are all of us glad to be with the modern conductor on an occasion of this kind. We find here the mayor of the city and the commissioner of the police force partaking of our refreshments, endorsing our position and our general character. In the old days, in the event of a gathering like this, the mayor and commissioner would, in the interests of good government, have been adding to the police force, and been out on the streets themselves to see what was going on.

I may, perhaps, be pardoned if I make reference to the organization which I serve and which embraces within its ranks, 21,000 of the modern conductors. That organization has striven, by patient and persistent effort to be consistent in all things, and to build up for itself a reputation for fair and honest dealings in all things and with all men. And we believe that we have succeeded in building up that reputation, of which we may all be proud. There is a mistaken idea in the minds of a good many people in regard to labor organizations. There are good organizations and there are bad organizations. I speak only of the good organizations. It is generally supposed that labor organizations are created for the sole purpose of obtaining increased compensation and decreased hours of labor; that their object is to get as much as they can out of the employer, and give him as little as possible in return. This is a mistaken idea. It is true that we try to procure the highest reasonable compensation for our members, and the shortest reasonable hours of labor, but at the same time we are laboring for the education of our members and the qualification of them for that American citizenship of which our friends have been speaking. Education is one of the fundamental principles of labor organizations. It is its main object to study what is good, what is fair, what is the best for the greatest number of its members, what is best for the common country, of which we feel ourselves to be a very important component part. We, as an organization, believe in adopting advanced methods. We

believe in accepting such methods as will bring about the best possible results with the least possible friction. We believe in arbitration when difficulties cannot amicably be settled in any other way. We believe that if arbitration is a good policy for the settlement of a dispute over a boundary line in South America, it is also a good policy to adopt in settling our industrial differences in which the American people are so deeply concerned. If the American people endorse arbitration in the South American matter, asking for it, clamoring for it, even at the risk of an appeal to arms, we believe that they should be willing to extend its benefits to their own countrymen, to the workmen upon whom this government must depend if it is going to fight anybody.

The modern conductor we believe to be a decided improvement upon the old pattern. We believe that they have studied to better their condition. We believe that they have contributed materially to the advancement of the railroads. We believe that they have aided materially in adding to the safety and comfort of the traveling public. We see the modern conductor on the passenger train always considerate, courteous and attentive. A Chesterfield, as he passed through the parlor car, looking to the comfort of your wife and daughter; a Sullivan, when he has to do with the bully in the smoker. He is a perfect combination; always before the public, he makes a great many acquaintances, and a great many friends, and I think I may safely say, a great many friends for his employers.

But, there is another modern conductor; and as you ride at ease in your luxurious parlor car, do not forget that outside there, at all hours and in all kinds of weather, is always the freight conductor, ever watchful, ever alert to see that the track is clear and all the switches properly placed for the passage of the vestibule limited. There is to be found the worthy passenger conductor of tomorrow; and it is in that service that the passenger conductor learns his ready activity and attention to details for the manifold duties of his position, and it is from that school that, as a general rule, he graduates before he joins the "unreformed force."

I wish to disclaim any allusion to politics, yet at the same time I want to tell you a story. In one of the states which lies close to what is known as Mason's and Dixon's line, there was a large concourse of people together recently at a free silver meeting, and there was an old colored man going around with a basket of little dogs on his arm, which he was trying to sell. A gentleman stopped him and asked him what kind of

dogs they were. "Yas sah, yas sah, dey's free-silvah pups, sah. Yas sah, free silvah pups, sah." About ten days later the same gentleman was at another meeting, a gold meeting this time, and he saw the same old darkey going around with the same basket of dogs on his arm. He stopped him again and asked him what kind of pups they were. "Yas, sah," said the darkey, "dem is gold dogs, sah,—gold dogs, sah." "Oh, come, now," said the gentleman, "the other day you told me they were free-silver dogs, and now you say they are gold dogs. How is that?" "Yas, sah, yas, sah, I did tell you dat, an' dey's gold dogs now, dev's older now, dey's got dey's eyes open." So the modern conductor is a little older than he was. He's got his eyes open. And I can offer no stronger evidence of the fact than what you see here tonight. The assembly here tonight is a fair sample of what has evolved from that happy-go-lucky, everything-goes sort of fellow who was so familiar with the celluloid chips you (to Mayor Strong) told about.

Possessing the confidence of his employer, commanding the respect of the community in which he lives, and worthy of all men's trust, the modern conductor greets you.

MAYOR STRONG:—I wish now to introduce a gentleman who is entitled to be called a conductor, because he undoubtedly piloted the mayor and the commissioner of the police board here in safety tonight. The next toast to be given is "Our Country," and it is to be given by a particular friend of mine. I think that he is the best friend I have in New York, because he tells the people that it's all my fault; and you all know that the man who tells you of your fault is the best friend you have in the world. I have the honor to introduce Mr. Edward Lauterbach.

HON. EDWARD LAUTERBACH:—This has been a mighty uncomfortable dinner for me. I came as a guest, and supposed that I came to see conductors and to hear conductors. I have been conducting a sort of a train myself, a political train, known as the republican party in the city of New York, and I have a sort of a notion that I have a kind of right to the title, and I had no notion that I would be called upon to make a speech upon an unfamiliar and not at all thread-bare toast of "Our Country," of which nobody has ever been called upon to speak before. I look upon this feature of the Railway Conductor's Club as filling a void very seriously to be felt.

I did not object to the reformed police methods that destroyed the peculiar characteristics of the Tenderloin district; I did not object to the *esprit d'act* that was concentrated upon our city before the present excise laws were passed, nor

when my friend, Commissioner Roosevelt began his unique examination under the present excise laws. What I did object to was that no new feature of the police methods have supplied the deceased social feature. And when the politicians were invited by the police to become their guests, and when the handsome policemen and the handsome politicians were surrounding the groaning board, it was an elegant gathering. I was always present. This was absolutely destroyed as soon as Roosevelt came in and Byrnes went out. This grieved me, because Cantor and I always got free, good food then, after a period of fasting at Albany and the "ten dollars or ten days" which usually followed upon our return to New York. The police dinner has gone, and there was a void in the city of New York, but now it is more than filled. All that is beautiful and attractive has been gathered here at this board tonight. So that if any suggestion is ever made that these dinners are to be held anywhere else than in New York City, do not you allow them to be,—and if you do, I won't.

Mr. Trinker asked me a little while ago, "What are you doing here, anyway?" Well, it wasn't alone on account of my exceeding good looks, but I presume that it was also because I had had some railroad experience. I have been a director of the Brooklyn trolley line, and when I say that that trolley was laid along the line where the elevated road afterwards came over it, you will see that there was ample reason for inviting me to one good dinner. Consider the fact that the Brooklyn railway bonds fell from 1.29 to .62, and you will see why I am with you.

These labor organizations have a function to perform, and they are performing it well. I remember when \$1.60 was the wage for sixteen hours of the most arduous toil, and I remember that that happened when, instead of a degraded silver dollar, those wages were paid in a degraded greenback, and the result was very much the same as it will be after election, if the attempt of a certain class of politicians should succeed now. I remember that that situation occurred when flour was \$16.00 per barrel. Then the men came together and formed an organization, and, as a result wages rose; and the men, from being a collection of beggars, living in squalor and filth, became self-respecting citizens, and commanded, as well, the respect of their employers. When the condition of the laboring men became too hard, they were forced to combine for their improvement, and the result was that wages rose, and the conditions became better; and we see today that in that particular calling the men are paid \$2.00 for ten hours of

service, where they used to get \$1.60 for sixteen hours.

No one can tell a better example of the excellence of organization, and just there can be shown the abuse of it. When all this change was in process of evolution, that organization undertook to do more. They sought to interfere, not only with the question of labor and compensation, but to interfere as well with the executive part of the business, to say who should be employed and who discharged, and then there was a conflict between labor and capital, and it brought on a strike, and it took a long time to bring about a settlement. Then the determination was made that labor organization is legitimate within its sphere, and works great good to the interests of the members and of the country in general; but that a labor organization exceeds its proper function when it undertakes to interfere with the executive department of a business.

It is ten minutes past twelve, and I think that every conductor will say that I had better get off at the next station, and that the next station should soon be reached. I have but little more to say.

I think that no man can appreciate the importance of the momentous issue that is pending politically,—and I shall make no political speech. You are the employees of corporations whose charges are limited to two cents a mile in some cases and three cents a mile in others. If a change is to be effected in the financial system and the circulating medium so that a new dollar is worth but half as much as is the present dollar, the rates charged by the corporation, and fixed by law can never exceed the present rates, and the two cents a mile, as now collected, will be equivalent to but one cent per mile under the new system and no more. A similar situation existed, practically, during the war, when the greenbacks occupied the position that silver now occupies. Efforts were then made to make the legislature pass a bill for the free coinage of greenbacks. Very wisely, it did not succeed. Now, very soon, men in your occupation, with salaries of say \$100 to \$125 per month, would find the value of that salary cut down to 50 per cent, if free silver should be adopted. When their receipts were cut down one-half, is it not an absolutely logical argument, impossible to answer to the intelligent comprehension, that the result would be bankruptcy to the corporation, consequently rendering it impossible that your wages should rise in proportion to the expenses that would follow the change. The point which I wish to bring before you is, that men employed by a corporation whose charges are fixed by the

legislature, should submit, if they can avoid it, to no experiments in the financial system, as that suggested by certain politicians at present

That brings me to say this,—that I have had much to do with politics, as has been said this evening, but I have one pride in it, that I was a member of the St. Louis convention, the member from New York who was appointed to serve on the committee which drafted the platform. I am proud of my part in two of its planks; one, the gold plank, and the other, that it will be the duty of the republican party, as soon as it may come into power, to provide for arbitration of all disputes that might arise between employers and employees affecting interstate commerce. And when that shall have been secured, as it will be, the purpose of your organization will have been more nearly completed.

I feel for it as you feel for it. We have none of us to do more than to look at the nation's emblem that is spread before us tonight to have our patriotism excited. I have only one word more to say. The feeling which has excited me during the last three or four weeks is that the time has now come in America when factions shall be forgotten, when patriotism shall make us forget them, when Cantor and I, he as good a democrat as I am a republican, can grasp each other by the hand and say, "Brother, we have differed on the tariff, but we do not differ on the one point that is, beyond all, our one pride, that the honor of the American republic shall be maintained, that a foreign power shall never have a foothold in America, and that the nation shall be preserved intact, as it was won for us, and handed down to us by our forefathers." We look each other in the face and say, "We are American citizens first, republicans and democrats next," and feel that, as American citizens we can stand shoulder to shoulder for the preservation of our dear country.

MAYOR STRONG:—*Gentlemen*: The next toast this evening is "Our Locomotive Firemen," and the gentleman who is to respond to that toast is the Grand Master Locomotive Fireman, F. P. Sargent.

MR. F. P. SARGENT:—*Your Honor and Gentlemen*: I regard this as a privilege, and one that I greatly appreciate, to be permitted to sit at this board, the guest of the Conductors' Club of North America. Some years ago, casting about for employment for my idle hands, in far off Arizona, I found occupation as a railroad fireman. There was a sort of examination for the firemen, perhaps similar to what our distinguished friend, Commissioner Roosevelt has called your attention to in the

policemen, and which, when I passed, I was given this instruction,—"If you want to be a success as a locomotive fireman, keep your ears open and your mouth shut, and boil the water. The engineer will do the rest." When I started out in the discharge of my duties, as I entered the employ of the railroad as a locomotive fireman, I looked myself over, saw the condition of my hands and my face, and felt the pains in my back, I felt as though I had accepted a rather hard lot; and sometimes I felt discouraged and felt like laying down the weapons of warfare and seeking other fields. One day, when I was thus discouraged, and was talking to my mate on the right, he said to me, "Sargent, do you know that you are occupying one of the most important positions in the railway service? Do you not know that if it were not for you and others like you, we would be out of employment, the conductors would be idle, the managers would not have anything to do, and the railroad would have nothing to do." Then I began to realize that I had something to do, and began to enter into my duties with a feeling of pride and interest in the calling. Coming here tonight as your guest, I have no hesitancy in rising to speak in behalf of the body of men in the railway service, who while they are not, perhaps, occupying such responsible positions as the conductors, yet were it not for their labor, your honor, you would still be traveling in a stage coach.

I have the greatest admiration for those men who have toiled and saved, and by industry and frugality, have saved of their earnings until they are able to control and manage large properties as are represented in the railroads of which we are so proud, but I sometimes think that the general public has not a proper understanding and appreciation of the little fellow who is utilized in feeding the monstrous appetite of the iron horse, as he flies through space, who makes it possible for you who live in New York, to take your breakfast here in the morning, and in the evening, eat your dinner within the sound of the roar of Niagara. Did you ever stop to think, my friend, what if it were not for that little over-alled chap, uniformed as he is, working from the moment the throttle is opened at the Grand Central Station until it is finally closed at the destination, who has no time to view the beautiful scenery of the Hudson or the glories of the Catskills but is there continually feeding that monstrous maw with the fuel necessary to make that monster fly? I feel proud to represent him. I feel proud to come here tonight as the guest of the Conductor's Club, for I know that the conductors have a feeling of brotherly regard for those

boys who are daily performing those duties at the scoop, and at the mouth of the furnace, in order that they may at the end of the run tell each other of the fast time they have made,—in company with the engineer. I tell you that the railway locomotive fireman is very important in this country. Were it not for his work at the scoop, the grass would be growing between the rails. The conductor would be out of a job, his buttons would be soiled, and he could go home to his family and seek employment elsewhere, were it not for the fellow at the scoop; and I have no hesitancy in rising here tonight to speak in behalf of the locomotive firemen, for as an organization, the Locomotive Firemen have no reason to blush. As an organization it has gone, since the year 1873, moulding and creating a class of men the peer of any class in this nation; and while their personal appearance may not attract the general public to them, as one sees them in the midst of their duties, while they may not shine in public life as much as others in the railway service, yet beneath their soiled shirts beat hearts as true as those of any other class of men under the sun.

The Brotherhood of Locomotive Firemen believes first in making itself a meritorious organization, characterized by a class of men the equals of any men under the sun; and, then, in teaching its members to be faithful in the performance of their duties, in learning their duties, and doing their best service for their employers. They also believe that, for good service, good compensation should at all times be given, and I am proud at this time to stand here and say that through its influence the 24,000 members in this country receive wages for service rendered equal to the wages paid to any other class of skilled laborers. The relations which are sustained today between the employers and firemen are most harmonious. We do not believe in teaching a man that his employer is his enemy. We believe in employer and employe standing together and working side by side for the interests of each other. That is as it should be. And we are proud to stand here tonight, in the presence of so many other gentlemen representing so many other callings, and say that the firemen will stand side by side with the conductors, and help to maintain that spirit of honesty and equality which is so invaluable to the preservation of this great nation. Coming here tonight as you do, the guests of the Conductors' Club, you are looking upon the representatives of the men who are helping to work out the destiny of this great nation against those who are trying to tear down the interests of which we, as Americans, are so

proud. The railroad men are the bulwarks of American citizenship and American interests.

Gentlemen of the Conductors' Club, I appreciate, more than words can tell, the honor which you have conferred upon me in inviting me here to be your guest; and I can assure you that the men whom I represent, the men who are out upon the road tonight in the discharge of their duties, will appreciate it, and consider the honor which you have conferred upon me as resting upon them. I thank you.

MAYOR STRONG:—The next toast will be responded to by Mr. Benjamin Norton.

MR. BENJ. NORTON:—I have to thank the club and its officers for the courtesy extended me on this occasion. When I received the invitation to speak here to-night, I remarked to the bearer of the invitation that I could doubtless tell all I knew and a great deal more in the few minutes allotted to me. I am here partly representing steam railroad men and partly electric railroad men, for I have spent a good many years in the steam railroad business, and I have often remarked that it is difficult to find a more polite and civil lot of men in any business than among the railway conductors of to-day. Possibly a plumber, or a painter, or a blacksmith, who has given up his profession and joined the "Extra List," so called, on a street railway, and there are a great many of them, may not have all the graces and politeness of a Chesterfield, because on the moment he may not be up to the requirements of a critical public; but a steam railroad conductor reaches his position after years of hard service, and he knows some things about handling the public, as we say, which a plumber's helper or a painter may not know.

I am glad to see that the introduction of electricity as a motive power has called into the service of traction companies steam railroad talent, and to put anyone in charge of an electric railroad who has not had experience on a steam railroad is the height of folly. Give me a steam railroad man every time to conduct a transportation business—if it is nothing more than driving a baggage wagon—when it is desired and expected to reach a high grade of efficiency. The hardest worked, the most attentive to business, the most abused, the most criticised, those who work with the fewest vacations and do more work for the money of all the people *who toil*, as Candidate Bryan expresses it, are engaged in the railroad business. Running trains, paying close attention to orders and transporting passengers and merchandise, is an exact science—none more so. Erecting monuments to soldiers and sailors who have died defending their country is a glorious occupation;

but not less, the same thing for the railroad men who have given up their lives and health in the interest of the *great public*.

When I was connected with the Long Island Railroad I remember an occasion when the president of the road notified me to discharge forthwith the engineer of a certain express train, giving as a reason that the engineer in question had run a half mile beyond a regular stopping place before he brought his train to rest, and had grossly insulted him, besides. An investigation brought out the fact that the train *had* run by the station, because the engineer, new to that run and working under a new time table, did not appreciate, till the last moment, that his train was scheduled to stop there. The president happened to be on the train, and, as anyone knows, who may have been engaged in service with him at any time, he was more familiar with details than most people are of their business, he immediately left his car and went forward to the engine, (struggling through the grass at the side of the track), and demanded to know of the engineer what he meant by neglecting to stop. The engineer had never seen the man before, and, therefore, did not know him. He replied that the place for passengers was in the train, and in forcible but not elegant language told him that it was none of his business, and that unless he wanted to soil his clothes or be killed he had better make tracks without delay for his seat in the parlor car. The president obeyed, but the engineer lost his place, temporarily, though, for on second thought, the president concluded that the man was at least half right and was entitled to a reinstatement. The engineer told me afterward that he saw an angry figure, dressed in a plaid suit and light yellow gloves, ploughing along the right of way as though he were clearing up the road, and concluded that he was some officious patron of the line who was specially commissioned to look after the interests of a *kicking public*, and we find thousands of them.

A Chinaman well said of the modern trolley car that it has "no pushee, and no pullee; but it goes like hellee all the samee." So that traction companies founded on such a basis ought to be of considerable importance in ordinary human affairs, and they are. These institutions with their network of tracks, covering almost as many miles as the steam railroads, are still reaching out in all directions, and have become such public necessities, in spite of the hue and cry against the "demons of death," as their cars are often called, that one would not submit for a moment to a return to horses and the slow coach days of the *horse cars*. The higher speed and more fre-

quent service of cars have called upon the employees engaged in the business to be more watchful and attentive, and I am not saying too much when I declare that a motorman's position in a large city, at least, is more responsible than the position of a locomotive engineer. He is under constant strain, when on duty, and by rights, is entitled to not less than four pairs of eyes and the patience of Job. He is always a mind-reader, for he can tell without notice whether the person on the corner is expecting to become a passenger or is simply waiting to cross the street. It has been my pleasure to have control of large bodies of men, both in steam railroad business, as well as electric, and I believe they were at all times loyal. Loyal support of their superiors in office by the employees engenders a loyal support of the men by their superiors, and with that follows success in the operation of the road. I began my railroad life in the most subordinate position, and know both sides. It is natural for men to band together in a common cause, and organizations properly founded and carried on under judicious direction are healthy and cannot work harm. Constructed and operated on any other basis, they soon crumble and work demoralization and injury to those connected with them, and the public in general. Men should be properly paid and properly governed. These two conditions are absolutely essential.

The great street railway strike of last year in Brooklyn, in which I figured to some extent, was brought about, unfortunately for the men, as well as the traction companies, because the organization known as the Knights of Labor were disposed to dictate to the companies, through their executive committee, as to the manner in which cars should be run, and the manner most satisfactory to them entailed an unnecessary expense upon the railway companies. This dictation, under all the circumstances, was rightfully opposed, in my judgment. There was no question of wages, no question of hours, no question as to the manner in which the men were treated, at the institution of the strike. The only serious point raised, was over the clause in the proposed agreement under discussion at the time, relative to the subject of so called *tripper cars*. I am very glad to say that the old employees, as a rule, were decidedly against the action subsequently taken. I believe more sober judgment on the part of the managing committee would have suggested some other course. I believe in carefully discussing all questions at issue when *serious* questions are involved. But the time to discuss is before hostilities begin. In most instances, as we know, a proposal to arbitrate has come when

great damage to property and loss of life has occurred. Too late, surely, to accomplish the desired good. To promote good feeling between employers and employes it seems to me that employers should be in closer touch with the men under them. Clubs, relief associations, reading rooms, occasional talks between employers and employes, all go to more closely unite the two. It is an excellent idea for the managing officials of a railway to know as many of their employes as possible; all of them, if it is within reasonable expectation. When I finally became a vice-president and the general manager of the Long Island Railroad, I took great pride in being able to call every man among the 3000 or 4000 employes by name. Fortunately for me, I had previously been the paymaster of the line for a term of years, and in that way learned to know all the men. I ceased my connection with that road four years ago, but I have an idea that I know most of the en-

gineers and conductors and other train men over there, even yet.

In closing, and thanking you again for your courtesy and hospitality, I can do so with much better grace and in very positive contrast to the country parson who retired from *his* audience with the following language: "Brothers and Sisters: I come to say good bye. I don't think God loves this church, because none of you ever die. I don't think you love each other, because I never marry any of you. I don't think you love me, because you have not paid my salary. Your donations are mouldy fruit and wormy apples, and 'by their fruits ye shall know them.' Brothers, I am going away to a better place—I have been called to be chaplain of a penitentiary. Where I go ye cannot come, but I go to prepare a place for you, and may the Lord have mercy on your souls. Good-bye."

MARCH THROUGH THE WILDERNESS.

BY JOSE GROES.

The whole ensemble of human history is a mixture of the tragic and the poetic. The former element is furnished by men with their perpetual blunders, and the latter by God with his eternal wisdom. It shall not always be so. Sooner or later men shall exhaust their ingenuity in trying to work out happiness by wrong processes or fanciful ideals, when the tragical in human life shall cease, and the poetry of divine law shall then assume the supremacy in all developments among men. Even if we limit ourselves to the colonial and national vicissitudes on this side of the Atlantic, can we notice that contrast between human blunders and the Divine efforts to check them, and without which efforts or blessings we would have perished long ago, as a nation, just as it would have been the case with every other in her respective sphere of action. The peculiarity with us is that we have always been far more independent than any other nation, on account of our admirable geographical isolation, which protects us from the jealousies of all other social compacts, and leaves us free to work out our own destinies as we may see fit. This is what makes our blunders more criminal and fatal, because they come altogether from ourselves, with no especial coercion from outside. And all that is more vividly so if we apply it to the last fifty years, during which we have become a very powerful nation, such as all others are forced to respect and let alone to her wisdom or follies.

And what happens to us for a few months every four years, when we have to decide the especial principles on which our national life shall proceed? What happens is something which is both ludicrous and picturesque. Two groups of politicians come running from different directions to save the *dear people* from destruction by this or that incidental economic modification, or by letting matters stand as they are. One set swears and declares that everybody was rich and happy until this or that little change took place. The other set declares and swears that everybody shall be poor and wretched if such and such an item is allowed to be done. All at once we seem to discover that the people have to be educated in all that is necessary to develop happiness or escape dreadful misfortunes.

We have now had about thirty such great political battles, and, apparently, we are now in deeper waters than ever before, or shall be yet for a few weeks. We shall be all right by the time this article is read—right after a fashion, of course—right according to the ideas of that set of politicians whose plans have been endorsed by a plurality of the popular vote, when, for four years, the dear people shall not need any more education, except that kind which makes men humble and submissive to the laws of the land, no matter how sinful they may happen to be. Far from us to say that the people should not submit to law, no matter how vile; but why to

be always encumbered with bad laws? Some may say that we are not. Let us see about it.

One of the principal New York City dailies, the organ of all that is fine, respectable and holy, after the manner of men, writes as follows, on October 6, of 1896: "When the attempt is made to turn human society into a mob, every sane man must keep unfailing watch in all honest efforts, even though he may feel certain that American citizens cannot be suddenly transformed into beasts." Could any such a danger exist in a nation blessed with good, righteous laws for over a century, laws constantly improved by about thirty campaigns of education, carried on by the best elements at hand every four years, the best product of our religious and civil education? Of course not, if there is any sound logic or sense anywhere in God's universe. The danger in question, if it exists at all, must necessarily come from wrong human laws, unless we prefer to blame the laws of God, rather than our own, as reprobates or demons alone could do.

Remember that the daily in question, and many like it, with the millions of men they represent, have just been trembling in their boots for the last three months at the idea that the bagatelle of 7,000,000 American citizens could be transformed into beasts by a few silver orators, themselves the product of our own laws, both the orators and the citizens. Every one of us is forced to be more or less the result of our own legislation, since it prescribes the precise processes through which alone we shall be allowed to occupy some land, where to live and work, and thus provide for our own needs, without which we die, because the divine law is that we should live through our own labor applied to land. To be sure, God's laws don't kick anybody out of land. Men's criminal laws assume the right to perpetrate that iniquity. That alone makes human laws responsible for all human sins and imperfections. That alone places God's laws above all reproach. The latter are laws of equal justice and equal freedom. The former are laws of privilege and repression. Don't you see how human legislation subverts the whole divine order of men's development on earth?

About 7,000,000 American citizens suddenly transformed into a mob, or in danger of that, if some of us good fellows don't hurry to play the policemen around our political institutions and the splendid laws we have established in the last three generations, as a help to God's laws, for everybody to behave! Could there be any such mob if men had the opportunity to make a full living, as God means they should obtain? Could any crazy set of orators upset the minds of men

in good conditions, having all that is necessary to make life worth living? Of course not. There would be no demand for crazy orators, and so there would be no supply. There is no supply of anything when there is no demand for it. That law of nature applies to every item, from pins and needles to orators of any kind.

And what about the good fellows who, all at once, have to abandon everything and take their guns to mount guard in the citadel of our institutions, unless 7,000,000 of our voters, a majority, decide to demolish them by simply using their right to vote for the laws they may like to establish, a right granted to them by those very institutions? Are men made by institutions, or are institutions made by men? The fright of our good fellows, when they are in danger of not being supported by the people, is something very amusing. They have no faith in their own goodness. They realize that it is intensely selfish, a mere humbug, a shell, something that rests on a bank of moving sand, on the ignorance of the people.

A real republic would have no mobs, no millions of citizens ready to become beasts when they have to decide on any needed modification of their previous laws, when they have to exercise their duties of citizenship for increased universal happiness. What miserable conceptions of popular government our big men have! Grant that majorities are often wrong. We can avoid that by educating them right. It happens that wrong laws are bound to be more injurious to the majority than to the minority. That alone educates the majority, when they pass a wrong law, provided they are helped by the minority in teaching them where the truth lies. But that is what the minority refuses to do, almost invariably, in questions of fundamental social importance. Had it not been so, we would have had an ideal republic long ago, a republic in which all citizens had the power and willingness to always stand by what was right, with no tendencies to become a mob, to be transformed into beasts, according to the flattering conceptions that many of our good fellows entertain towards the American people.

It took forty years for the Israelites to travel a few hundred miles in the wilderness before they could reach the promised land; but that was rapid transit in comparison with all our Caucasian civilizations. Have we not been in the wilderness for about sixteen centuries, during which legislation has been controlled by men imbued with the religious conceptions of the new dispensation? We certainly seem to be in the wilderness in our days as much as ever, if not more

than ever, in some respects at all events. The promised land is pretty far yet, if that means a land with plenty of the good things for all and sufficient peace for all. The former cannot amount to much without the latter. Although we are the richest nation that ever existed, we have but plenty for about 3 per cent, at the utmost, and, as for peace, nobody knows what that means. We have given up the manufacture of that article. We have excitements and turmoils in plenty for all of us. That is what we have, with a vengeance.

The Israelites in the wilderness were the symbol of all our christian civilizations, and, in a rather provoking way, the symbol of our American one. We are isolated as a nation, geographically speaking, as the Israelites were. Two vast oceans separate us from all important nations and protect us from their own blunders; but we make up for that by blundering more than any other. We can afford it, and the others can not. The penalty for our social sins is the continuation of that wilderness in which fundamental disagreements make life a burden instead of a joy, as God means it should. We started, about 120 years ago, for the purpose of marching towards the promised land and showing the other nations how to follow us. Instead of that we have copied all the wrong economic processes of the old nations, and made them considerably more sinful than the other social compacts ever dared to do. We have imagined that our political system was good enough to overcome all economic wrongs. Just as if any human system could stand the action of human greed if only

made respectable by acts of congress!

What makes the similarity between our nation and the old Israelites through the wilderness more and more provoking, is that their troubles, and so their delays in their painful, laborious march, were partially due to their great love for the precious metals, just what has increased our troubles in the last twenty years. The money question has always been a crown of thorns with us. It was already so during our whole colonial period. But never before had it assumed the bitterness and class hate that places us today on the brim of a tragedy, when there is no reason for it, because money, *per se*, is nothing but a regulator of values. Back of money in any form or shape, in quantities large or small, we have the problem of justice or injustice in wealth distribution, and so that of justice or injustice in land distribution.

Notice, now, if you please, that the Israelites had no money troubles as soon as, when settled down in the promised land, they adopted a somewhat healthy land distribution. Their old troubles sprung up later on, as soon as their land distribution became unjust, the laws of Moses on the subject having become obsolete. There you have the history of all nations. Their wilderness becomes more wild than ever, their disagreements more furious and intense in proportion as we trample more thoroughly upon that basic natural right of men—free access to all natural resources on conceptions of universal brotherhood. Nothing can be even half right until that is righted.

OUR NEW YORK LETTER.

The weeks are rolling on fast toward election, and as this is not only the main, but, practically, the sole topic of discussion, the time might be said to have come for prediction as to results. But correspondence with THE CONDUCTOR has to be furnished on an awkward basis for that sort of thing. It is easy for a daily newspaper to prophesy in the dark, for, if its prophecies are not fulfilled, they have been published before the event and practically forgotten; while for politicians to confidently announce that things are going their way, that is their business, and nobody thinks anything of it, however woefully they may turn out to be astray. But when one must sit down in cold blood before an election and speculate about it in lines that will not appear until after it is over, it is quite a different matter,

and is conducive to caution. There is a good deal of anxiety afloat on Manhattan Island, but unusually little of the regular campaign excitement. For a generation past, presidential year has called forth all that is mercurial, all that is emotional, in a community which in ordinary times is high-strung and intensive, indeed, but with all its nerves and energies bent on the pursuit of wealth or the escape from penury, according to the degree of success that we individually may attain. But this year we have fallen from our high estate of the pivotal point, and are one of the hurly-burly as never before.

In almost any election since the famous one of 1876, it was New York State's vote that decided the contest, and on the size of the majority in New York City depended the result of the state.

In most presidential years one could confidently make up his mind as to which candidate had been elected, by seven o'clock in the evening, when reports had been had from half our city polls. But this year, the din of the battle is dim in our ears; and with nothing better to guide us on election night than the fragmentary and distorted bulletins that will be coming in from the doubtful states the guessing is not going to be half the exact science that it used to be. Much of the picturesqueness of a genuine election fight is missing; for, with the organization on one side so torn to pieces and the local result such a foregone conclusion, the regular functions of a campaign are gone through in a prefatory way. A big parade is being planned, far to excel all previous records of that description; but Chicago, which has robbed us of so many things in the past few years, has now taken away the glory of the really test parade on either side, that has been accustomed to march up Broadway, and to swell which each party has strained its utmost powers of competition. The glories of the torchlight have been a feature of New York electioneering since the days of the Wide Awakes, before the war; but this year there has not been a turnout of sufficient dimensions to attract casual newspaper notice, though at this stage of the game, the torches ought to be filling the streets nearly every night.

That it is not apathy, is shown by an increase in the registration to the largest figures we have yet seen; but there is lacking the element of face-to-face antagonism, which stirs men to march, and shout, and get out to meetings, for in these, too, there is a striking falling off from previous years. The few big ones that have been held have attracted unwonted throngs; but meetings cost money, and politicians are not prone to spending money where it is not needed, or can produce no results. So we have but few meetings, and those few evidently promoted not so much for their immediate effect as to get the advertising benefit of a full report in the widely-circulated metropolitan papers. To a stranger, who had not been among the people and heard the ubiquitous political discussion, indeed, there would be almost nothing to tell him that a presidential campaign was on, were it not for the banners that have blossomed out everywhere within a week.

These, too, are different from the banners of past years. There was a time when nothing would suit the ambitious political club but a gorgeous construction, with the names and pictures of candidates, one or two other devices, such as the arms of the state, or pseudo-allegorical pictures, and mottoes of various degrees of platitudes. But this net-work of

now gone quite out of fashion, and to it has succeeded the simpler substitute of great flags swung across the street. There is some question, perhaps, as to the propriety of thus using the national colors for partisan purposes, but it cannot be disputed that from an artistic point of view, it is much prettier. Especially is this true in the down-town section, where nearly every block has its banner, and often two or three, and where the vivid colors of the stars and stripes show in most beautiful contrast against the massive structures of white marble or light granite, ten to twenty stories in height, which now line block after block in every direction of the most southerly square mile or two of the city. These banners, as is the case, in fact, throughout the city, are all for McKinley, but the most significant thing about them is that where they bear anything more than the candidates' names, it is almost invariably a "sound money" or "honest money" legend, and in the rarest of cases is any allusion to the tariff seen. Clearly, this town is not so enamored of "protection" that it is thinking much about it these days.

But on the money issue in the campaign, it is thinking and talking a great deal, even if it does not vent its interest in parades and public meetings to any great extent; and so much is its attention absorbed in this direction that it notices but little else. Business has gone on with far less interruption than usual, because there were not so many people partially neglecting their business to run around on various errands of political activity; but outside matters pass almost unheeded. Something almost like a concerted effort was made by the papers to stir up an excitement over the dispatching of the Bancroft, but the people would have none of it, and other European events we have almost lost sight of. Even the man in Cuba has been so relegated to the side columns that since in our busy lives we seem to have time for consideration of such items only as are set prominently forward in our daily mental bill of fare, we have most of us fallen into a way of forgetting now and then that Cuba has any troubles of her own. The attempt was rather an absurd one, to tell the truth, to start a sensation over sending the Bancroft to Constantinople, because the idea was so absurd that her mission was forcing her way up the Bosphorus, for which she was about as competent as a Coney Island excursion boat. But the deeply mysterious moves of diplomats are so generally absurd that the sensation was excusable. As to the ability of the boat, too, it is beginning to look as if it might not be a toss-up whether a simple dispatch boat might not be as fit for practical warfare as the vaunted

battle-ships on which our naval sharps have been experimenting at such vast expenditure. The latest discovery with these, is, that they have still another way of earning the title of floating coffins; the Indiana having narrowly escaped destruction by her gun-turrets working loose in a storm, which was severe, but which all the mer-

chant steamers that were out, weathered with little or no damage and no actual peril. If we go on improving war vessels, it would seem as if the naval battle of the future would have to be fought by prearrangement in strictly calm weather, and subject to as well defined rules as a game of football.

EDW. J. SHRIVER.

SWIFT JIMMY'S FAST RUN.

His name was Pete—just plain Pete—this descendant of Ham; this destroyer of men's reason and faith in humanity. I was suspicious of him from the beginning. He had a peculiar look in his eye and when he smiled and showed a double row of ivory that one would give five years of his life for, you would be thoroughly convinced that underneath it all was a settled purpose to rob you of your soul before he left you. I lighted a cigar, picked up my bag and started for the depot.

"Hold on, boss, 'til I light dis yer lantern, and I'll tote dat grip for yo'."

I waited until he had lighted his lantern—old, battered and greasy—and together we started. It was only a block to the station, and it was half an hour until train time, but I did not propose to spend that half hour in that hotel if I could help it. The memory of a supper that was enough to break the rivets of a cast iron constitution still haunted me—a horrible nightmare—in itself sufficient to drive a man any place—anywhere.

At the depot I found the usual crowd of darky loungers—you always find them there regardless of time or weather. Some sat propped up against the building, others lay at full length on the platform, sprawled out in all kinds of positions. Beside the door hung the old square depot light, three sides glass and one side tin, with a dirty kerosene lamp inside it.

It is said that Dumas pere inherited his great power of imagination from his negro ancestors. It must be true, for a darky is nothing if not imaginative, and for a crowd to get together without trying to see who can spin the biggest yarn is an impossibility. This crowd proved no exception to the rule, and were in the thick of the fray when we arrived. I did not want to cast a damper on their enjoyment, so retired into the shadow, seating myself on a truck, my ears open and quietly puffing my cigar—listened.

Pete joined the crowd—sitting down on the edge of the platform. He raised up his old lantern, he looked intently at the blaze a moment as if for inspiration, and set it down again. The subject under consideration was foot-racing, and a fellow whose name proved to be Mose had just finished telling of a lightning sprinter he 'knowed ober in Loozianni.' Pete turned around and cleared his throat. The crowd settled back in respectful silence—they knew Pete. He gave one quick look in my direction, then, turning his eyes towards his fellows, said:

"You call him a runner. Say! You don't know a runner if you seed 'im. Did you eber knowen Swift Jimmy, who uster pull ol' 151 ober on de Cotton Belt? What, neber did? Say, whar you been all your life; neber been outen dis yer town ob Cactus since yo' was bo'n, has you?"

"Now, nigger, listen to me. I knowed Jimmy

when I was in San Tone, ebber since I was no bigger'n dat," raising his hand about two feet above the platform. "He was a sprinter, he was. Jes wait till I done tol' yo' about jes one ob his runs I knows about his makin'. Dis yer ain't no lie w'at I'se gibin' yo', kase I was dar and w'en I sees a thing I sees it. It was one night jes about like this, only de moon was a shinin' an' ol' 151 was a bowlin' along about a hundred an' thirty mile an hour. De train was late and Jim was a lettin' her move along a bit to kinder ketch up like, when all of a sudden Jim 'spected dar was sumptin' wrong wid one ob de cylinders by de way she was poundin' and thumpin'. He always had a s'picion like ob dat cylinder, was sure de head would blow out some day, so he always carried an extry one in de cab.

"An' sure's yo' bo'n in about a minute, biff, bang, out goes de head.

"Now what does yo' s'pose Jim done? You spec' he was skeared? No, sah; nary skear. He jes says to Big Jake, who was stokin', 'Here, Jake, take hole ob dis year lebber w'le I goes out an' fixes dat ornery cylinder. Don't choke her down any, jes let her hum along easy like jes like she's goin'."

"Wid dat Jim he reached up an took down dat extra head, grabbed a wrench, kind o' tightened up his jacket like, and jumped outen de cab. W'at you specks he done then? He knowed w'at he could do. He jes run along side ob de engine, put on de new head, and screwed it down tight. Den he took a big chaw of tobacco and trotted along side ob de cylinder for a while to see dat she didn't leak any, and w'en he found she was runnin' right smooth he jes jumped back in de cab, pulled her wide open, and rove in Houston on time.

"Now they do tell some big yahns about Jim's fast runnin', but I can't tell if dey be all so or not, but I knows dis is, caise I was dar, and seed it myself. Jim tole me, howsomedever, dat this was about de best run he ebber made, kase de road was mighty porely built in them days, and some ob de ties stickin' out made it bad for right easy runnin'. Then he drapped his wrench once or twicet, and had to file off de cylinder head in six o' sebben places afore she'd fit. But that was dead easy fo' Jim."

I walked out of the shadow, up into the light, stood square in front of Pete, and looked him squarely in the eye. He never moved. I took out my cigar case—it contained but a solitary cigar—a good one I had bought in a moment of absent-minded extravagance. I gave it to Pete and said nothing. He took it with a smile of innocence that would have borrowed a dollar any place, and said:

"Thanks, boss."—Chicago Tribune.



Our readers who write to any of the firms advertising in these columns are requested to mention
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THE FAMILISTERE SOCIETY.

In the current number of the Bulletin of the Department of Labor, W. F. Wiloughby continues his interesting account of "Industrial Communities" with an extended review of the organization and history of the Familistere Society of Guise, France. This institution is different from those already mentioned by him, in that, instead of being the result of an historical growth, it is the execution of an elaborate scheme to build up a special industrial community on a distinctly communistic basis. It is of a special interest to all students of economic science, since it supports the argument that, even with carefully selected members, such communities cannot achieve permanent success without a long period of probationary training. We have always contended that such reforms must come through education, that the people must grow into them, and that all attempts to bring them into instant being through legislation must be, of necessity, nugatory, and the history of this enterprise fully bears out this contention. Owing to the nature of the society its constitution is necessarily complex, and it is obviously impossible to give a complete review of it here, but the following brief sketch of its most striking features may be found worth reading.

The scheme was evolved by M. Godin who made a life study of the different methods offered for improving the conditions of the working classes, and to him is due all credit for whatever benefit the common people may have derived from its carrying out. He commenced life as a locksmith, but his original mind demanded a wider field of

activity, and he soon branched off into the manufacture of stoves. Here his inventive genius enabled him to depart from the old established methods, and within a comparatively few years, he had taken out no less than 50 patents, and was one of the acknowledged leaders in his own line of production for the entire country. He lost nearly \$20,000 by the failure to establish a community in Texas on the communistic plans of Fourier, in 1853, and then determined to reconstruct his own industry on a basis of mutuality, leading it gradually to communism. "First, and above all, the principle of mutuality was to be developed in every way. To do this, there was to be created institutions answering to almost every need of his employes, by means of which the lives of the employes were to be lived largely in common. The keystone of the whole system of mutuality would be the congregation of his employes and their families into large tenement houses, called 'familisteres,' where to some extent, they were to live as one great household. The children were to be educated in common schools; a co-operative store would furnish supplies to all the members; mutual aid societies and insurance funds against accidents, sickness and old age, would develop the spirit of solidarity; and bath and wash houses, a theatre, restaurants, etc., were to be erected for common use. Second, the industry was gradually to be transformed into one conducted on strictly a cooperative basis. The employes were to own, not only all the familisteres where they lived, the schools, theatres, etc., but the manufacturing plant, as well."

Realizing the impossibility of bringing about such a change at once, Mr. Godin set about educating his men, so that they might be in a condition to appreciate the advantage thus offered them, and carry the enterprise on successfully after he was gone. This required a period of twelve years, and that the work was well done, is amply testified by the success which has attended the management, by the men he then had about him; since his death. In transferring his property to his employes, M. Godin had a double object in view, to convince the men of the advantages to be found by them in a system of cooperation, and at the same time to demonstrate to the manufacturers that their property could be transferred to their employes, without their suffering any loss, either in principle or interest. He, accordingly, had a careful inventory of the property made, showing it to be worth \$887,800, and when it was handed over to the society, that organization returned him founder's certificates to a like amount, thus keeping the establishment in his own hands. These certificates bore interest at the rate of 5 per cent and it was made a first charge on the receipts of the society after the payment of the operating expenses. The constitution, however, expressly stipulated that these certificates could be purchased by the society at any time at their face value. In order to secure their purchase, a fixed portion of the net profits of the institution was originally set apart for that purpose. As fast as the founder's certificates were purchased, they were cancelled, and savings certificates to a like amount, were issued and distributed among the members of the society, as profits. This, it will readily be seen, kept the amount of the two classes of certificates at the figures originally fixed, and when all the founder's certificates had been replaced by the savings certificates, the society acquired absolute ownership of the property. In order to keep the stock as much within the hands of the members as possible, the constitution also provides that savings certificates shall be at all times redeemable, and that as soon as the founder's certificates have all been purchased, the profits shall be applied to the purchase of those savings certificates bearing the earliest dates, those held by outsiders being purchased whenever possible. These are then cancelled, and new certificates issued which go to the members as profits.

The exact method of dividing the profits is fixed by the constitution. The sum remaining after the payment of all operating expenses, in which latter sum is included, the wages of all employes, constitutes gross profits. From these gross profits the following four fixed charges must be met: The payment of five per cent. of the value of the

buildings, ten per cent. of the value of the tools and machinery, and fifteen per cent. of the value of models, in a fund to meet depreciation in the value of the plant; the payment of a sum equal to two per cent. of the total amount paid out in wages to the fund for the insurance of working men; the payment of not less than 25,000 francs (\$4,825) into a fund for the education of children of members; the payment of five per cent. interest on the \$887,800 of capital stock, whether represented by founder's or savings certificates. The sum remaining, after making these four payments, constitutes the net profit to be distributed on co-operative basis. Labor, capital, and those officials who manage the affairs of the society, form the three classes that are deemed to have a right to participate in the profits. The apportionment is as follows: Twenty-five per cent. is applied to a reserve fund, until such fund has amounted to \$88,780. This amount was reached in 1881, and since then this portion of profit has been added to that allotted to labor and capital.

Fifty per cent. (since the constitution of the reserve fund, 75 per cent.) is apportioned to labor and capital.

Twenty-five per cent. to those officials who manage the affairs of the society.

The amount of net profits allotted to capital, is represented by the interest of five per cent. on the capital stock, \$44,390, and is always a fixed sum. In order to thoroughly understand the method of dividing labor's share of the profit, we must return to the organization of the society. It's membership consists of persons of both sexes who, having signed the constitution, are the possessors of one or more shares of the society's stock, and co-operate in its work. The organization provides for the division of members into classes according to the extent to which they are interested in the affairs of the society, and the length of time they have been connected with it. Members proper, are divided into three classes, associates, societaires, and participants. To become an associate, a person must be twenty-five years of age, a resident of one of the familistères, and an employe of the society for at least five years, able to read and write, an owner of stock to the value of at least 500 francs, and he must be admitted as an associate by the general assembly. A societaire is required to be twenty-one years of age, free from military duty, a resident of a familistère, an employe of the society three years, and he must be admitted to the rank of societaire by the managing council. A participant must be twenty-one years of age, free from military duty, an employe of the society for one year and admitted by the managing council. The members of the higher

of these classes enjoy privileges greatly superior to those of the lower, the chief, being the relative extent to which they participate in profits. According to the formula of Godin, incorporated into the constitution, associates share in profits on the basis of twice the amount of their earnings, the sociétaires one and one-half times, and the participants and auxiliaries, the exact amount of their earnings. The sociétaires and participants, however, living in the familistères, and having been twenty years in the employ of the society, are included for this purpose among the associates and participants not inhabiting the familistères, but having been twenty years in the employ of the society, are included among the sociétaires. This scheme has been in operation since 1880, at which time M. Godin turned over his plant to his employes, and so successful has it been, that the close of the year '94-'95, found the society the owner of the last share of the founder's stock.

The object to be obtained in dividing the membership into classes, was to so construct the society that its control must always fall into the hands of the older members, who were presumed to be most interested and most capable of conducting its affairs. The government accordingly resides in the general assembly, composed of all the members of the society, with the rank of associates. This general assembly meets once a year to hear annual reports, elect officers, etc. The actual business interests of the society are administered by a general manager, assisted by a managing council, a council of industrial matters, a

council for the management of the familistères, and a council of audit and control.

In addition, however, to the conduct of this co-operative, industrial enterprise, the society carries on a number of social institutions for the common benefit of its members. Among these, are a system of familistères, or large tenement houses with annexes of bath and wash houses, in order that the members may, to a great extent, live in common. Ample provision is made for the care and schooling of children, and their education in common, from their earliest years, until they are able to commence work. Funds are maintained for the mutual aid of members in need, their insurance against accident and sickness, and their pensioning in old age. A co-operative system for the purchase and supply to members, of articles of necessary consumption, is also in successful operation.

It will be seen from this outline, that this system is entirely distinct from all we have heretofore considered in this connection. Owing to the wisdom of the founder in thoroughly educating his men in its fundamental ideas before giving them opportunity to work them out in practice, it has been a decided success. Whether or not that success can be continued, remains for the future to determine, but what has already been done, entitles both M. Godin, and the men who have succeeded him, to the highest praise for their efforts in the evolution of a scheme intended eventually to benefit all labor.

TELEGRAPHERS' STRIKE ON C. P. R.

The following report made by the four General Committee Chairmen, whose names are attached thereto, conveys information of interest and value to our members. They very appropriately call attention to the delicacy of the position in which they were placed when the manager of the company requested them to define their position and to state whether or not the company were to understand that at any time where demands were made by one organization, the members of other organizations were going to say that the company must accede to those demands, regardless of the justice or injustice which might characterize them. Organizations always have secured and always will secure the best results by businesslike methods and by exhibiting in their every act high respect for the laws which govern their organization and a careful disposition to live up honestly and faithfully to the terms of such agreement as they have made or sub-

scribed to. These principles are clearly outlined in the well known and thoroughly understood policies of the organizations represented by the chairmen who make this report, and the membership on the Canadian Pacific System are fortunate in having such efficient and level-headed men as chairmen of their committees. We are glad that they interested themselves as they did in bringing about an adjustment of the difficulties and are glad if the O. R. T. and its membership have been benefited as a result of their action. The question upon which the trouble was precipitated seems to have been simply whether the Assistant General Manager or General Manager would ignore the General Superintendents, or not. The officer of competent jurisdiction who is most immediately brought in contact with the men is the one to whom complaints should be first submitted, and in appealing from his decision appeals should go regularly through the officers

holding jurisdiction, according to their rank. The organization that expects to call upon other organizations for assistance, or which depends in any degree upon assistance from sister organizations, should certainly consult those organizations before a strike is ordered. The policies of the older brotherhoods have been adopted as a result of their experience, and some of the lessons have come pretty high. It is not to be expected that the experience of years and the policy which has been built thereon and which has been maintained in the face of most trying conditions, will now be lightly thrown aside or overturned.

JOINT REPORT.

To all members of
The Brotherhood of Locomotive Engineers,
The Order of Railway Conductors,
The Brotherhood of Locomotive Firemen and the
Brotherhood of Railroad Trainmen
Employed on
Canadian Pacific Railway Lines.

Herewith your representatives, comprising the Chairmen of the different Boards of Adjustment, wish to report to the membership of their respective organizations their actions in bringing about a settlement of the strike instituted by the Order of Railroad Telegraphers on all lines of the Canadian Pacific Railway Company.

We arrived in Montreal on the morning of October 5th, and immediately held a conference with the Grand Lodge officers representing the Order of Railroad Telegraphers. After thoroughly advising them and discussing every point at issue the Telegraphers decided to place their case unconditionally in the hands of the representatives of the four organizations named above.

We then proceeded to the office of Assistant General Manager Thomas Tait, who, after explaining his attitude toward the Telegraphers, and the active part that he had taken as chief officer in the Transportation Department, and, for fear that there might be some who would think or intimate that he was biased, or that he had a spirit of resentment against the men on strike, he would prefer to leave the matter in the hands of Mr. Shaughnessy, who might make a final settlement.

We were then conducted to the office of the Vice-President, Mr. Shaughnessy, to whom we explained the object of our mission, and asked him to allow your representatives to take up the case of the striking operators with a view of settling the difficulty and bringing about a peaceful termination of the struggle. Mr. Shaughnessy explained at great length the attitude of the company toward the committee prior to and up to the time the strike was declared. The chief point and strongest argument to bear out the company's position was the manner in which the operators' committee, in violation of all rules of the company and modes of procedure adopted by other organizations, had taken their grievances to the management instead of first presenting them to the subordinate officers on the several divisions of the system where grievances were supposed to exist. He said emphatically that, as far as the company was concerned,

there was nothing which our committee could arbitrate between the company and the men on strike, and did not see how we, as representatives of organizations on the system, could uphold the Telegraphers, knowing that their mode of procedure had been irregular and opposed to all precedent. He said he was quite willing to consider any evidence we might have to present on behalf of the operators that would show any good reason why they should receive consideration not accorded to other employees. He also asked us if we could produce one iota of evidence to bear out the contention of the strikers that they had been subjected to unfair or unwarranted treatment at the hands of the divisional officers on the respective divisions of the road.

We replied that, while the operators and agents had given us, verbally, cases which they considered would bear them out, they had no well-defined cases which we might submit.

One of the principal grievances of the operators and agents was the manner in which the divisional officers apparently discriminated against members of their order who wished to be relieved from their positions, with leave of absence and transportation, in order that they might act as committeemen to meet at Montreal.

Mr. Shaughnessy explained the numerous duties that devolved upon station agents, and their relation to the several departments in the service, and the obstacles in the way, which made it very difficult for the company to relieve their agents on short notice. Illustrations of the manner of handling the company's business, through the audit and other departments, were brought forward to show that in some instances it was almost a matter of impossibility for the company to allow their agents to leave their stations at any time they so desired. Mr. Shaughnessy assured us that he would be pleased to accord to the operators and others every possible opportunity to perform committee work, and that all the consideration given to other organizations would be accorded to them.

After discussing a number of minor details, which have practically little bearing on the case, we asked Mr. Shaughnessy if he would propose a basis of settlement whereby the strike could be terminated, and which would be acceptable to ourselves and the operators. Mr. Shaughnessy left the room to confer with his associate officers, and finally returned with a proposition, in substance as follows:—

That if the men report at once to their superintendents, they will be taken back to work without prejudice in filling vacancies. The men employed in the past week and given permanent employment shall be retained in service. That any employee guilty of criminal misconduct or grave breach of discipline shall not be re-employed.

We saw at once that this proposition would never be accepted by the Telegraphers, for the reason that it left, practically, little protection for a great number of the striking operators and agents, and provided that men employed during the existence of the strike were considered permanent employees, and should be retained in the service in preference to men who have gone out on strike.

It would take a very voluminous report to outline the arguments that we brought to bear on the management, and which Mr. Shaughnessy presented in defense of his proposition. We used every argument we could to get a modification of

his proposition, but this he flatly refused to consider. The afternoon had been spent, and, as it was now 6:30 p. m., we asked Mr. Shaughnessy for another interview in the evening, which he granted us. We went back to our headquarters and considered the company's proposition, and decided that we could not ask the Telegraphers to accept it. We drew up a proposition ourselves and again went before the Vice-President, and asked him if he would accept it on behalf of the company. It was at this point that the real serious difficulty of the committee began. Mr. Shaughnessy asked us point blank to define our position as organizations toward the company. He wanted us, in defining our position, to say whether he was to understand that at any future time, as in the present case, where demands were made by one organization, that the members of other organizations were going to say to the company, regardless of the justice or the injustice of their demands, that the company must accede to their demands, or bear the consequence of a united struggle with all the organizations on our lines. The delicacy of the position of your committee must be clearly apparent to any member who will take the trouble to give it deliberate consideration.

We explained the position that your representatives occupy as toward the membership of their different organizations on the system, and that we were before him, not to express our personal views, but to represent the sentiments of the men whose interests we had at stake, and whose sentiments it was our duty to represent. We finally succeeded in convincing Mr. Shaughnessy and Mr. Tait, that the position we took was perfectly honorable, and that our only aim was to bring about an amicable and speedy termination of the strike. We finally accepted the following proposition, and informed Mr. Shaughnessy that we would present it to the committee of telegraphers as being the ultimatum of the management, and acceptable as far as the Board of Conciliation, representing your four organizations, was concerned:—

PROPOSITION.

All employees now engaged in a strike on the Canadian Pacific Railway may report at once to their respective superintendents, who will reinstate them without prejudice to the positions they occupied before the strike took place, except such as have been guilty of such grave misconduct as to cause general superintendents to refuse to accept them. New men employed during the past week will be utilized as far as possible in filling extra positions created by the fall business. All other employees who refused to take the place of strikers, but were guilty of no other offense, and were dismissed, will be reinstated without prejudice.

We left Mr. Shaughnessy's office at one o'clock a. m. with the understanding that we would present his proposition to the Telegraphers' Committee, and that if accepted by them would request them to declare the strike off.

We proceeded to the Albion Hotel, the headquarters of the Grand Officers and joint protective Board of the Order of Railway Telegraphers, and laid the proposition before them, together with such verbal promises as had been made to us by Mr. Shaughnessy.

First.—That he would see to it personally that no unjust discrimination would be allowed to be taken against any employee who had been a participant in the strike, and who was not guilty of any act that would warrant his dismissal.

Second.—That any case that the c

to adjust with the General Superintendent should be taken up by himself personally, as final arbitrator, and that he would render his decision with due regard to the merits of the case.

Third.—That working on committees would not be considered as being offensive to the company and that he would guarantee to them the same fair treatment accorded to other committees of employees in the service.

Fourth.—That the Telegraphers would be met by the General Superintendents at any time that they desired to present their grievances, rules and schedules, without the necessity of their first going before the Assistant Superintendents.

These are practically the verbal promises made to us, and which we presented to the Telegraphers to be considered with the proposition of the company in writing.

We then left the Grand Officers and committees of Telegraphers to discuss and consider the advisability of accepting or rejecting the proposition.

We were finally notified that they had accepted the proposition, and the strike would be declared off.

We proceeded to the general offices of the company, and were met by Assistant General Manager Mr. Tait, who was there on behalf of the company to fulfill the appointment with us, and to receive the decision of the Telegraphers.

At 3:30 a. m. on Wednesday, October 7th, the strike of the Order of Railroad Telegraphers was declared off, and the mission of your representatives was at an end.

This completes our report, and in closing we wish to say to our constituents that, as far as we are concerned, we are satisfied with the final outcome of the strike; and we know that you will agree with us that the train and engine men of the Canadian Pacific Railway have done everything in their power consistent with the laws laid down by our organizations for our guidance, and also everything possible was done for the striking Telegraphers without violating the agreements that we have with the Canadian Pacific Railway.

In viewing this matter your representative would counsel you to lay aside all sentiment and view this from a business standpoint; and we hope that no man will be obliged to suffer as the outcome of what we consider an unfortunate occurrence.

We would further say, that since the strike has been declared off Mr. Shaughnessy has reassured us that everything promised by himself, either in writing or verbally, will be carried out to the letter.

Your committee feel gratified that, although the discussion between Mr. Shaughnessy, Mr. Tait and your representatives was at times very animated and pointed, we were treated with great courtesy and it is our belief that we have done more to strengthen the hands of organized labor than has been accomplished for some time, and that the final outcome of this meeting of the management and their employees will bear good fruit.

Yours fraternally,

ASH KENNEDY, B. L. E.
GEO. P. PIKE, O. R. C.
ED. SAWYER, B. L. F.
S. C. YOUNG, B. R. T.

The same four General Chairmen deemed it consistent and advisable to give to the press the following letter over their signatures:

Owing to the many statements that have gone out through the medium of the press to the public in connection with the recent unfortunate trouble between the Canadian Pacific Railway Company and many of its train dispatchers and operators and the settlement of the same through the medium of a Committee of Conciliation, comprising a representative of the four organizations engaged in the train and engine service, we, the committee, think it is due the public and all parties concerned that the Committee of Conciliation should set right the existing misunderstanding.

The strike was called because the executive of the company at Montreal refused to take up or discuss alleged grievances until they had first been

presented to the divisional officers on the divisions where the grievances were supposed to exist, and they had failed to adjust them. In this the company was right. The rules of the company and the rules of all organizations of employees provide for this method of presenting such matters to the company. The Committee of Conciliation did not discuss the alleged grievances of the operators; the only question discussed was the best means of settling the matter and having the strike declared off.

The letter concluded with copy of proposition under which the strike was declared off and which appears in above report.

ELECTRICITY VS. STEAM.

The annual convention of the American Street Railway Association, held recently in St Louis, proved to be a very interesting gathering, though very naturally most of their deliberations appealed more directly to the members than to the general public. It brought together a great many of the most noted electrical experts in the country, and their discussions, both in the sessions of the Association and on special topics through the daily press, covered a much wider field than is popularly accorded to the street railway. To the men who are connected with or interested in any way in the operation of the ordinary steam railway one of the most significant features of these discussions was the enthusiastic adherence of many of the brightest minds present to the faith that electricity is sooner or later to supplant steam on all roads as a motive power. In the light of recent scientific developments it will not do to dismiss their claims with the bare assertion that they are cranks, or are too far ahead of their times, and that years must elapse before their dreams can become realized, if they ever do. The progressive railroad man keeps fully abreast with the most advanced even of the cranks, and many of these gentlemen have proven their clear-headedness too often to be lightly put aside now. While it may be that a change in motive power would not affect our members as directly as it would those who are connected with the construction and operation of the engines now in use, yet it must necessarily work a great change in conditions, even for the conductors, and it behooves us to keep up with all that is being said and done in that direction as nearly as may be. To that end our readers may be interested in the following brief epitome of an interview given the *Re-public* by N. H. Hefft, Superintendent of the Electrical Department of the New York, New Haven & Hartford Railroad:

President Clark, of the N. Y., N. H. & H. R. R., wishing to know whether electricity was a thing to be played with, or whether it could be used for traction on the main line of his road to advantage, determined to install it on the Nantasket Beach branch of the Old Colony System, a distance of seven miles. The equipment had to be newly and specially designed. The method selected was the overhead trolley, as it would demonstrate one point, at least—the economy of operation by electricity and give a basis of comparison to work on. The line is double track, and a continuous return is effected by special flexible bonds placed in the service rail. The cars at first used were four special baggage and six fifty feet open cars, with extra heavy trucks. The trailers were ordinary coaches, or special open cars of the same length as the ordinary standard steam railroad passenger car. Each car was equipped with an especial electric air pump, the operation of which was controlled by an automatic switch. A chime whistle, blown by the compressed air, and a large gong, completed the equipment of the car. All motor cars were equipped with the Westinghouse standard air brake appliances, as used on steam roads. The road was completed and put in operation June 30, last, and on that date the first train order ever issued on a standard steam railroad for an electrically driven train was given. Mr. Hefft was given the honor of running this train, and may be pardoned for looking back to it with pride. The success of the scheme is perhaps best given in Mr. Hefft's own words, as follows:

"The rush of travel to the line thus equipped was unprecedented in American railway experience. To show the flexibility of the service performed by the electrical equipment, it is only necessary to give the number of trains per day operated over this seven miles of double track during the season. The service was started with sixty-seven trains every thirty hours, and increased on July 14 to 154 trains per day of 14 hours. On Mondays the travel would reach 6,000; Wednesdays and Thursdays, vary from 5,000 to 15,000; Saturdays and Sundays, 25,000. All of these trains were operated by the standard steam railroad schedule of two trains during the entire season. The entire operation was conducted under rigid instructions from Mr. Clark, to determine the practicability of electricity compared with standard steam railway practice.

In the entire development of the art no such tests were ever given electricity as in connection with this installation. One instance of this might be quoted: a freight train loaded with granite, weighing 964 tons, was hauled by the standard equipment just mentioned in as satisfactory manner as had ever been done by steam. Then came the test for speed; and, although the line is only seven miles long, of which five-sevenths are curves, several of them as sharp as ten degrees, yet a speed of over seventy miles was developed. An acceleration test

showed that a train of ninety tons' weight could be accelerated at the rate of thirty-seven and one-half miles in forty-five seconds. After witnessing this experiment Mr. Clark was fully satisfied that electric power had come to stay."

After all this, it is perhaps needless to say that Mr. Heftt is one of those who enthusiastically believe that electricity as a motive power will some day supplant steam on the great railway systems of the country.

THE INTERNATIONAL TYPOGRAPHICAL UNION.

The Forty third session of the International Typographical Union, held at Colorado Springs last month, proved to be one of the most successful in all the history of that organization. The attendance was large, and a number of matters of the first importance to the welfare of the Union were thoroughly discussed and appropriate action taken. Perhaps the most important of these to labor as a whole was the passage of the nine-hour labor law. It will now have to receive the official sanction of every typographical union in the country before final adoption. Such a law was passed by the International Convention in 1886, but was afterward defeated by the action of the unions. The sensation of the gathering was the reference to a secret organization within the local unions which was impairing their usefulness and undermining their strength, and a resolution was proposed requiring every member of the convention to swear that he would not belong to such a body. This brought forth quite a spirited debate, but was finally adopted and the oath taken. A resolution was adopted recommending that the government printing office at Washington be taken from under the civil service restrictions. In support of this it was argued that by so doing the union men who may in future make application for position in this office will be assured more equitable treatment. The convention also appropriated \$15,000, to be raised by individual subscriptions, to be applied to the building of a hospital in connection with the Childs-Drexel Home at Colorado Springs. Regret was expressed by the Committee on Government and Control of the Telegraph that no progress had been made in this direction during the past year, and the members were urged to organize mass meetings for the purpose of bringing this question prominently before the people. It was also suggested that the members interview their congressmen and try to secure their support for a postal telegraph bill.

In his annual address, President Prescott gave the members of his organization the following seriously worded warning against ill advised political action on their part, which is worthy of consideration by all upholders of organized labor:

The convention is held this year in the heart of that portion of the country that has given our statesmen and politicians the keynote to our present presidential campaign, and it is fair to assume you will be requested to indorse either one or the other view taken of the moot question now before the American people. Notwithstanding all this, no delegate should fail to remember that an attempt to influence the vote of our members by coercive measures is not only repugnant to the ethics of trades unionism, but subversive of our best interests. The great bulk of our members affiliated with us under the belief that the international was, as the law says it is, "non-political in character," and therefore have the right to feel and expect that any peculiar political beliefs they hold will be safe from aggression and official reproach by the union, either specifically or inferentially.

It would appear that not only public policy, the law of the land, but the desire to maintain their existing organization would deter printers from introducing a question that will not benefit their political party or views—for all have by this time determined how they will exercise their franchise—and merely be the means of injecting a discordant and useless element into the discussions that will engage your attention. In saying this, there is no disposition to minimize the desirability of workingmen, and especially those identified with organized labor, advancing and defending their interests by a wise and judicious use of the ballot, as I believe all should exercise that right, supporting the interests of their class; but it is not thought to be the part of wisdom for our organization to attempt to control the political or religious views of its members. To do so would be to establish a pernicious and dangerous precedent. The franchise is a right of the citizen and a trust confided in him by his fellow citizens, and any interference with a free expression of views permitted is not only inimical to the perpetuation of popular government, but will ultimately result disastrously to that class which will benefit most by honest election and a pure electorate—the wage-earners.

The election was a warm one, and resulted in the selection of the following officers for the ensuing term: President, W. B. Prescott, Toronto, Canada; Secretary, J. W. Bramwood, Denver. First Vice, Theodore Perry, Nashville, Tenn.; Second Vice, G. W. Williams, Boston; Third Vice, Hugo Miller, Indianapolis. Syracuse, N. Y., was selected as the place for holding the next convention.

ILL-ADVISED ACTION.

It must be evident to the least prejudiced observer that the trusts of this country do not begin to appreciate the seriousness of the present situation or they would not do as they have been doing for some time past. There is more in the agitation now being urged than a mere desire on the part of the people for a change in our monetary system. They are beginning to awaken to the fact that they have been exploited for years by certain classes of their fellow citizens and to realize that there is but one way to prevent a continuance of the exploitation, and that is, to unite upon some general change in our social compact. They are beginning to look upon all great combinations of capital as being dangerous to the general welfare. They have been taught that the so-called trusts are the most dangerous of all these combinations, and at the same time the most difficult to control, and the growing disposition to charge up to them all the ills to which the body politic may be heir shows something of the consideration in which they are held. At no time in our history has the attention of the people generally been so directly called to these organizations, and at no time was there the same danger of hasty and ill advised action toward them, even under the most favorable circumstances. That being the case, it would seem to be the part of wisdom for them to keep a little in the background, for the time-being, at least, and allow the present feeling to wear off before obtruding themselves upon the public notice. In the place of so doing, some of them seem to have chosen this particular time for forcing themselves

to the front in their most obnoxious guise, regardless of the consequences. The coal trust is a fair sample of this sort of action; and the boldness they have displayed in forcing up the price of their product, simply because they have the power so to do, would be worthy of all admiration if there was not an apparent want of common prudence behind it all.

No one will question the right of the men who have succeeded in getting the coal supply under their control to a fair profit out of their operations, but they are not warranted in holding the entire nation up for millions of dollars per annum simply and only because they have secured a monopoly on what has become one of the necessities of our modern life. Like all the rest of their class, they seek to prey upon the men of moderate means, and they are doing it in a way that is bringing down upon them the execration of the very class to whom they must look for safety if the time for reckoning comes with the socialistic classes. It is safe to say that the action of the coal trust in forcing up the price of coal within the past year, as has been done, has made more bitter enemies for the trusts than all the arguments that could be advanced in half a century. The same is true of the leather trust, and a round dozen others, which have been boldly flaunting their demands and what they expect to make out of them before the people during the past thirty days, and which are even now busily engaged in carrying out the threats thus made openly.

NEW FRIENDS FOR THE SHORTER DAY.

Almost every day brings new evidence of the benefits to be derived from the adoption of the eight-hour day, and the cause is growing in a way that must be encouraging to its friends. The following from the London (Eng.) *Daily News*, of recent date, shows something of the progress that is being made in the government service of that country:

Another testimony to the economy of the eight-hour day has just come from a public department—the postoffice. The postmaster general says in his report:

The system known as the "eight-hour day," which may be strictly described as confining the labor of the workmen to forty-eight hours a week, was introduced experimentally at the two telegraph factories at Mt. Pleasant and Holloway on the first of March, 1895. Its introduction, I am glad to state, has been attended with successful results. Except in those cases where the speed of the work is regulated by the speed of the machinery, or where

other conditions interfering with its success have prevailed, the men have been able to turn out as much work in the eight hours as they have previously done in the nine. Nor is it only in the amount of work done that the postoffice has benefited. The moral and physical advantages to the men are acknowledged. The superintendents of the factories, I ought to add, report that the men evidently derive much benefit from the shorter hours of labor, which is displayed in a marked improvement in their appearance and general behavior.

To this the *Firemen's Magazine* adds the following bit of evidence regarding Russia, where it has always been thought that the conditions were such that years must elapse before any notable improvement could be made in the treatment accorded the workers.

Steps are being taken in Russia to have enacted a law reducing the hours of labor. The "Society for Promoting Industry and Trade in Russia" has addressed questions to the employers throughout the empire, and in many instances favorable re-

plies have been received. The manager of a large paper mill at Dobruch says: "I have been managing Prince Paskievitch's mill for twenty years. The nature of the business requires that the work be carried on day and night. Up to May, 1894, the length of the shifts was twelve hours. Eighteen months ago I determined to try and reduce the hours of those working by the day to nine, and of those employed on shifts to eight. Instead of increased drinking by the workmen, the result has been that the only drinkshop in the place has had to give up business, its place being taken by a tea shop, where only moderate quantities of spirits can be obtained. 'Saint Monday' is almost a thing of the past. The older people, as a rule, employ their leisure time in tilling their plot of land, which they formerly let on lease. The younger ones have taken to reading. An orchestral and vocal union has been established, of which thirty-six factory operatives are members. Between 400 and 500 op-

eratives regularly attend lectures gotten up by the local priest. Such things were impossible under the old twelve hours' system; for there is only one recreation for exhausted workers, and that is spirit drinking, which quickly stimulates their energies.

If such advanced thought as this has gained foothold in a country where the conditions surrounding the working men have always been so desperate, it must be evident that the cause is progressing and that the time is not far distant when the really civilized nations must grant for righteous reasons what the half civilized are giving as a pure matter of business.

The Commoner and Glassworker celebrates the opening of its tenth year by donning an entirely new dress and appearing in a very attractive special edition. This paper is now one of the most complete in its news features and most ably edited of all its class, and fully merits the prosperity that has evidently been its portion.

The Journeyman Bakers' and Confectioners' International Union of America (affiliated with the American Federation of Labor), in their effort to unionize the houses employing men in that branch of industry have adopted a blue label to appear on all union-made goods, and they earnestly request that all sympathizers with the union labor movement call for, and insist upon receiving, union made crackers and biscuits. Their appeal is consistent and their cause is worthy and it is to be hoped that every sympathizer and every believer in trades unions will assist them in this laudable effort.

The organized workers of St. Paul are starting out in their fight for the union label with a well considered plan of action, and their example in that regard is worthy of emulation by others who are supporting the same cause. According to the *Pioneer Press* about thirty delegates, representing the several local unions, held a meeting there recently and formed a temporary organization looking to the establishment of a label league. Officers were elected, a committee on constitution and by laws appointed, and every possible arrangement made so that they can meet on the Tuesday after election and be ready to take up the work methodically and with hope of success. If this could be done in every one of the larger cities it would not be long until the label was made one of the most powerful agents for the advancement of the cause of organized labor. There are almost limitless possibilities in this line of effort, but it must be taken up in the right

way and with the right spirit, and all must work together if any considerable amount of good is to be accomplished by it.

Prince Michael Hilkoﬀ is in this country as a representative of the Russian government, for the purpose of making a further study of our railway systems and progress. Many years ago, when Prince Hilkoﬀ's family was ruined in Russia by an imperial ukase, he came to America, and under an assumed name, worked in a locomotive shop in Philadelphia, at \$1 per day. In 1880, he went to Central Asia with the Imperial Director of military transportation, and there distinguished himself in the position of chief of mechanics; was later sent to St. Petersburg, where he further distinguished himself in extraordinary feats of military railroad building. He states that the railroads of his country are now operated under the continental system, but it is proposed to substitute the American system. Prince Hilkoﬀ declares that when the plans now under way are completed and the great Trans-Siberian Railroad finished, it will be possible to travel around the world in a little over thirty days. This Siberian Railway will be 7500 miles long; 2000 miles of it are yet to be built, and it is expected to complete it in the year 1900.

If all the cities in the country would adopt the scheme first brought into use by Tyler, Texas it would not be long until the ticket scalper would be a thing of the past. When that city was preparing for the Texas Fruit Palace exhibition, the gentlemen in charge, applied to the railroads for the usual reduced rates to be given their visitors. The roads replied that it would be impossible for them to grant the request, on account of the abuse of the privilege by the scalpers in selling the return tickets. The city government then came to the rescue, by passing an ordinance making scalping of any kind, by anybody, a misdemeanor

and fixing the penalty for violations of the ordinance at \$100 fine, six months imprisonment, or both. It was also announced that the law would be enforced to the letter and as a result there were no scalpers, and the roads were not bothered by their depredations. This is sufficient evidence that this nuisance can be abated by law, if the proper spirit is shown, and the railway companies, through their officers, do their part by co-operating with the law makers, and the officers of the law. The good example thus given, should be followed until the tribe of scalpers becomes as thoroughly extinct as is the dodo.

The papers have been full for some time past with the experiments of enthusiasts who have been all equally certain that they have, at last, succeeded in solving the problem of aerial navigation. It is needless to say that so far they have only met with defeat, even when it seemed that success was nearest, and it would be difficult for the most enthusiastic of all the followers of this fad to point out the single step gained by them which can be justly said to be of real benefit to humanity. A recent French production in this line is said to be fully seventy feet in length and to have wings two hundred feet long. Granting that this particular invention will prove to be all that is claimed for it by its inventor, wherein is it to be of any practical value to the general public? Is it not obvious that such a machine would be unfitted for all general uses and entirely beyond the reach of any but the rich enthusiasts? One can readily understand how the problem of aerial navigation might appeal to the scientist and the inventor who had set his mind on startling the world, but it is one in which the common mind can find but little of interest, at least until the attendant danger to life and limb has been greatly lowered. One who has never been imbued with the poison of invention cannot but deplore the amount of time and talent that has already been wasted on this chimera, to say nothing of the money and lives that have been spent in the same way, and cannot but wish that it might have been given to the settlement of some of the very many questions of every day practical importance which might bring something of aid to the great mass of the people.

The railway employes in Canada, always awake to their best interests, and the best way through which to serve those interests, are interesting themselves in matters of legislation. A deputation of engineers, conductors, trackmen, firemen, trainmen and telegraph operators, held an inter-

view recently with officers and prominent members of the Dominion Parliament, to whom they fully expressed their views on matters which are the subject of proposed legislation. They warmly endorsed Mr. McLean's bill for the introduction of automatic couplers and air brakes; asked for regulation in the hours of labor for railway employes; for the establishment of a uniform height of drawbars; for providing suitable ladders or grab irons on the sides and ends of cars, and compensation for employes permanently disabled. They also called attention to the fact that the electric motor on the Aylmer railway was being operated with one man, and made the reasonable claim that safety demanded the employment of two. They endorsed the bill providing that wages of employes should be a prior lien upon contractors; asked for the exclusion of the Chinese, and for the enactment of a retaliatory measure against the United States to keep out American labor, as Canadian labor is now kept out of the United States. The Hon. Mr. Laurier replied briefly to the requests, expressing high satisfaction at the manner in which the claims had been presented and gratification at the cordial feeling which evidently existed between the employes and the companies employing them; expressed himself as, in the main, favorably disposed towards what they had submitted. He spoke of the Chinese question as one for which a solution must be found, and relative to the proposed alien labor law, he said he still entertained the hope of being able to induce the Americans to extend to the Canadians such consideration in this connection as he believed to be fair and just. The Dominion Parliament has always exhibited a disposition to deal fairly with all questions brought before them in the interests of railway employes, and there is no doubt but that the Canadian railway employes have, by united effort in this direction, opened up a fountain of good for themselves.

J. E. Miller was injured while in the employ of the Chicago, Burlington & Quincy Railroad Company in 1899, in the capacity of engineer. He afterward brought suit against the company, alleging these injuries were the result of negligence on their part. The company pleaded as a defense that he was a member of the Burlington Voluntary Relief Department, and that his signature to the by laws of that Department exempted the company from any liability after he had accepted benefits under the Relief Department. Attorneys for Mr. Miller demurred to this answer, and Judge Hallett, of the Federal Court for Colorado, sustained the demurrer, and held that the clause in the Relief

Department contract which provided that if a member accepted benefits under the Relief Department, such fact should operate as a release of all claims for damages against the company which might be made by the party accepting benefits, and which contract had been signed by Miller, was void. In his opinion on this demurrer, Judge Hallett said :

Having paid for benefits, upon what principle can he be required to renounce them? Or give up his right of action against the company by reason of having received them? In respect to this contract the railroad company is an insurance company, and, having received the premium demanded of plaintiff the latter is fully entitled to the benefits which he received independently of any question affecting his relations to the railroad company as an employee. He is just as much entitled to benefits under the contract of insurance as to his monthly wages. I am amazed to find that several courts of unquestioned dignity and authority have fully sustained this defense. I can only say that I agree with none of them. The reason of the thing stands altogether on the other side.

Appeal to the Circuit Court of Appeals was taken by the defendant from Judge Hallett's de-

cision, and the Court of Appeals recently handed down their decision in two opinions, one representing the views of Judges Thayer and Sanborn, affirming the decision of Judge Hallett on the ground that it does not appear that the railroad company was under any obligations to pay Miller anything under the insurance contract. The other decision, by Judge Caldwell, denounces all contracts of this nature and declares that they will not be sustained by the courts because they are against public policy; and says that railroad companies cannot in this, or in any similar manner, provide relief for themselves against the results of their own negligence. It does not seem possible that, in the event of an appeal to the Supreme Court, any conclusion will be reached by that body differing from the decisions and opinions of the District Court and the Circuit Court of Appeals. There seems to be good logic in Judge Hallett's opinion in this, as in other matters upon which he has been called to pass. His decisions have the merit of being very seldom reversed.

BORROWED OPINION.

Just as long as American labor is compelled to compete with the cheap humanity that swarm through the gates at Castle Garden, just so long there will be a fierce contest for the maintenance of the wage scale. A dollar a day seems a fortune to a man who has lived in a country where he could never earn over twenty-five or thirty cents per day. Ignorance and squalor go together. The home of the ignorant immigrant is as far below the home of the average American workman as the pig sty in the farm yard is below the dovecote on the barn. Let us welcome those foreigners who bring to this country skilled hands and active brains, desirous of opportunity to exercise themselves to the fullest extent. Let us close our national gates against the ignorant, degraded class, that are scarcely above the level of the Berkshires on our farms. Our mines, our factories, our public works, and other fields of labor, have been afflicted with the nameless employe long enough, and honest American labor, that takes pride in educating its children, cultivating the love of the beautiful in the home, and making them a credit to the nation, should be better protected from such an undesirable, unprofitable class of foreign immigrants as have swarmed into our industrial world in the past. It sounds very fine to say "America is a haven of rest for the oppressed; the land of the free; people from all climes are welcome to its shores," but the cry which one hears in America's industrial world to-day, is, "The sun of prosperity has been overshadowed by the dark, forbidding, repulsive cloud of ignorance, which capitalistic greed and national false pride have permitted to cross the Atlantic and the Pacific, to envelop our

fair land." Let us shut the national gates for twenty-five years; or, at least, place some restrictions on immigration.—*The Railroad Telegrapher.*

In settling the compensation of men who labor, the ruling thought with employers should be, not what is the lowest sum I can pay them, but what ought they to be paid that I may make a fair profit and allow their families to live like human beings! The scale of wages would be changed in many a large establishment if this idea prevailed, and the enormous profits accumulated by men who live like lords and own great estates on both sides of the ocean would be divided among hundreds of families which would enable them to enjoy the comforts of home life.—*Pioneer Press.*

Most worthy Brother Charles Hallock has devised a scheme for the protection of game. He proposes to divide the United States, from the Atlantic to the Pacific, into two concessions, along the line of the fortieth parallel of latitude, or near it. Each of these concessions shall have uniform laws and uniform close seasons, the whole to be under the police surveillance of the National Association for the Protection of Game and Fish. The close time for the northern concession to be from January 1st to September 1st, and for the southern concession from February 1st to September 1st. During these closed times no shooting shall be allowed at any game, except woodcock and shore birds, which may be shot during August. The general close time for all fresh-water game fishes, to be from October 1st to June 1st, with the exception that the Salomidae and the trouts may be caught in April and May. Mr. Hallock's claim is

that these close seasons conform very nearly to the distribution, habitat and breeding season of the various fauna; "and where they do not, special exceptions may be made, if deemed expedient. The laws which are to dominate will inhere by legislation uniform in all the states and co operative throughout. Emergencies and bodily stress will always stand in plea for exemption from penalty for violation of the laws, when well proven."—*Outing*.

It would seem probable that England will reach Khartoum from the north before Mr. Rhodes gets through from the south to Uganda. The Matabele are, however, surrendering, and Rhodesia will before long be as tranquil as Natal. Marvelous, indeed, has been the unshaken confidence with which Mr. Rhodes has succeeded in inspiring the Rhodesians. It is told in the school books as a proof of the indomitable faith of the Romans in the ultimate triumph of the republic that the ground on which Hannibal's army was encamped found a ready purchaser in Rome in the darkest hours of the republic's misfortunes. The same faith abounds in Rhodesia. There, also, they never despair. The price of real estate in the regions overrun by rebels has not fallen. Values, indeed, have gone up during the war. Speculators in "stands" in Bulawayo have sold for thousands what last year they bought for hundreds. Neither rinderpest nor rebellion has shaken the faith of these pioneers in the value of the land which Mr. Rhodes saved for the British Empire. But the Rhodesians, black and white alike, know no other king but Rhodes. His prestige seems to shine all the brighter in Bulawayo because of the clouds which overhang it elsewhere.—*The Review of Reviews*.

A remarkable increase in immigration from Asiatic countries, exclusive of China and Japan, has recently been noted in New York. Last year, according to the *Sun*, "3,000 natives of Asiatic Turkey (Armenia included) landed in the city of New York, and 1,200 of them were women or girls. The immigration from Roumania in the same year was in excess of 1,000, and there were, moreover, 1,500 immigrants from Greece and 500 from European Turkey. A better gauge of the Asiatic population of this city at present, however, is furnished by the police figures, for it is an unfailling evidence of the increase of a foreign colony in town that there should be a number of arrests among the members of it, newcomers seeming to have less knowledge of the minor laws of the United States than they have of the language. By the report of the police department for the quarter ending on July 1st, last, it was shown that of 28,000 arrests made during that period, 1,620, a considerable percentage, were natives of Turkey, Armenia, Greece, Syria, or Roumania." In one respect, at least, these people may be classed as undesirable immigrants. They colonize in the great cities and cling to their native customs, and so remain in ignorance of the institutions and laws of this country. The police figures above given show that they are frequent offenders against our laws. This country is not in need of any increase in its law-breaking population, and as the Asiatic people do not in any way aid in the development of its resources or bring to it benefits of any kind, their immigration

to our shores is not to be desired.—*Union and Advertiser*.

Notwithstanding it is a notorious fact that unorganized workingmen are much more liable to adopt extreme measures in times of labor troubles than organized working men, all breeches of the law by working men are charged to trades unions by the plutocratic press that pretends to be so "honest" on financial matters. Should a striker engage in a commonplace dispute with a scab and resort to blows, at once the plutocratic press eagerly parades the "outrage" with glaring headlines, while, perhaps, in the same paper, in the column devoted to police news, a dozen other altercations are recorded in such a manner that the reading public never gives them the second thought. It is perfectly proper, according to the plutocratic press, for working men to quarrel and fight about a game of cards, an unsettled account or a political discussion, but should a union man and a non union man fight about a question of scabbing a howl goes up to heaven from the "honest" plutocratic press. To condemn a union man has become so popular that if they, the union men, persist in refusing to quarrel with the men who have taken their places, quarrels are manufactured in order to bring the union men into disrepute.—*Locomotive Firemen's Magazine*.

To satisfy the public greed for purity, how many individuals are sacrificed upon the altar of pernicious rumor? The press, as a medium for enlightenment, suffers a virtuous eclipse when its privileges descend to abuses and when its columns of news are built upon the quick sands of falsehood and malicious gossip. Freedom is a blessing which requires a previous training in the school of purity, and ere the newspaper becomes the herald of the news, its force should be well advised against the evil of idle fabrication at the expense of truth. Reports that cannot be verified should be beneath the penning, and he is a debased individual who sharpens his journalistic talents upon matters of hearsay, which bring fair and modest names into unwelcome notoriety. Publicity is a word to which men are well accustomed, and which strikes no false note in the motives of their careers. It is synonymous with fame, and kindles the fires of success for the individual by his friction with the world; but when the names of women are woven into the stories of imaginative romance, which represents a certain class of resource in the literary line, it is time for the chivalry of men to assert itself in defense of wives and sisters, for whom publicity means embarrassment and vexation.—*Elmira Telegram*.

Ours is a day of organization. Systematic work never had a larger hold upon the world than it has to-day. Organization was never so widespread, department work was never carried on to such a state of perfection as at the present time. Men have learned the value of co operation. Men have realized the fuller conception of the maxim, "In union there is strength." Organization is important, but let us never forget that organization is strong and effective only so far as we, its individual parts, are so.—*Metal Polishers' Journal*.

One of the saddest features of trades unionism is the persistent warfare that is maintained between various elements who differ only in matters of minor importance. The differences may be honest ones and each side may be willing to admit the honesty of their opponents at first, but when the strife waxed warm common sense yields to abusive personalities. Internal dissension has ruined more than one union in the past and will continue to disrupt unions so long as it is indulged in. A spirit of fairness, of toleration, of common sense, must be cultivated before the union can be the source of strength that will make it an everlasting benefit to those connected with it. The union should be big enough, broad enough and comprehensive enough to give shelter to every wage worker who believes in the cardinal principles of organized labor, no matter what economic ideas he might entertain, and with a little toleration on the part of each all would be able to work in unison for the common good.—*The Carpenter*.

No attempt has ever been made to enforce the anti-trust law of the state. It should be enforced, and if it is not strong enough, a stronger one should be made. The administration of the law should be placed in the hands of the reform forces and they should be supported by public sentiment. A little wise action will rid the state of the worst effects of the trusts and coal combinations that are dealing deaths to the homes of our people.—*The Labor World*.

The members of the organizations were appealed to for assistance, after the strike was declared on, but they, while in perfect sympathy with the strikers, did not forget to recognize that the laws of their organizations were to be obeyed, and instead of expending their efforts in a systematic strike, very wisely did what they could to bring the company and striking employees to terms of agreement, and they were successful. Our members are to be congratulated on their very sensible action, and the *Journal* feels in all fairness compelled to say that the request of the Telegraphers for assistance could not have been granted without due compliance with the laws of the organization, and, furthermore, we say, as we would have said, had the Telegraphers lost the strike, that the Brotherhood of Railroad Trainmen must be called into conference preceding a strike, if assistance is to be expected after a strike is declared. If this organization is to enter upon a strike the members must have time to declare themselves willing to strike, and if they do quit it will be according to the laws of this organization, or, not at all.—*Railroad Trainmen's Journal*.

What would millions of invested capital accrue to its possessor if allowed to remain inactive? Without the application of labor, capital would be helpless as unemployed labor. Capital is more dependent upon labor for vitality than labor is upon capital. If capital in any amount were to continue in idleness it would be found diminishing instead of increasing in value. By the application of labor it doubles, triples and quadruples its volume, while the motive power of its enlargement is stunted to the lowest possible standard of

physical sustenance. There is something radically wrong in the distribution thus found. It is not the province of labor to assassinate or "hold up" invested capital; but labor is strong enough and intelligent enough to amalgamate its interests, if not to employ capital, to at least ask for and demand a just proportion of the wealth it creates on capital already invested, and which, without the application of its energy and exertions, would dwindle to final nothingness instead of growing in power and strength for its oppression and degradation. There is no phase of anarchy in this course. Labor has its rights as well as capital.—*The Typographical Journal*.

Our previously high wages and comparatively good opportunities have attracted a greater number of immigrant laborers than, under present conditions, can be employed at reasonable wages. This hardship, instead of falling on its cause, spreads itself upon labor as a whole. Scarcely second to immigration as a cause of over supply of labor is the entrance of women into industrial life. In lines popular with them, women have secured positions, in many cases by reason of peculiar fitness, and in others by willingness to work for small wages. As a result a host of men compelled to leave their accustomed business and to obtain other employment, have displaced men of inferior ability, until finally there is a great amount of unskilled and slightly skilled labor forming a large part of the over-supply. * * * Unemployed labor increases public burdens, lessens consumption of commodities, results in unpaid obligations, and is a fruitful source of hard times, not only to the immediate sufferers but to the whole commonwealth. There is but little ready alleviation for the over-supply of labor. More exacting immigration laws, or at least a more rigid enforcement of those now in existence would, of course, be beneficial.—*G. E. Brown in Commoner and Glassworker*.

It is a pity that anyone should be found to stir up strife in these days, to seek to separate men into classes and to do it on the basis of possessions, putting the rich upon one side and the poor upon the other. The only differences which we should recognize are those of character. An honest rich man is far more admirable than a tricky mechanic who, with heartless selfishness seeks to disparage the work of his fellow workmen that he might be advanced, and a true, brave day laborer, who, in sobriety, frugality and uprightness, cares for his family and brings up his children with high ideas of virtue and integrity is nobler far than the unscrupulous capitalist whose wealth is ill-gotten and whose probity has often been sacrificed for gain. Honor is opposed to dishonor, and the man who has one is in a different class, surely, from the man who has the other.—*New York Railroad Men*.

By the time most of our readers get this paper read the presidential contest will be over. No matter which way it goes, we venture to predict that the railroads will run about as usual and that poor coal will make steam just as slow and heavy cars will pull just as hard as ever.—*Locomotive Engineering*.



Editor Railway Conductor:

Some months have elapsed since I have taken my pen to communicate through **THE CONDUCTOR** with the dear Sisters of the L. A., months full to the extremity of human experience and endurance to many of us doubtless, so filled with sorrow for me—that I have felt unable to calmly hold the pen and write for others to peruse; several times attempting to do so, and utterly failing.

I cannot write of much, except of my sorrow, hence I have hesitated, not wishing to sadden any, yet through this darkest hour of my life, the inky clouds have gleamed with their silver linings. That terrible time during the last days of March, 1896, will ever be remembered, not alone for the sorrow brought into my life at that time by the sickness and death of my beloved husband, but for the comforting memories of tested friends, who, like winged messengers from above, flocked about and around me and my two children, ministering to our every need. Can I ever forget the loving, tender, thoughtful kindness of the dear Brothers and Sisters, both before and after his death? They would have done more if they could but nothing more could be done. Their sympathy was evidenced in many ways; and I especially desire to speak of the flowers. Never before have I known the meaning of flowers, and what they can do to alleviate suffering and anguish-stricken hearts. The terrors of death were hidden in banks of flowers, many beautiful emblems and pieces being sent by different lodges of which he was a member; none more beautiful than the "Gates Ajar," from Cleveland Div. No. 14, O. R. C.; the "Star" from Bethlehem Div. No. 1, L. A. to O. R. C., and the immense piece representing a car, from his associates and fellow workmen on the "Valley." It was not until I saw his dear form surrounded, and in a sense sheltered by these beautiful emblems of love and sympathy, that I could endure the sight of death on his features. Oh! such a comfort as they were! And so beautiful, and such quantities of them. They are among God's choicest blessings, and I prayed as I saw them rearing their delicate heads from mossy nests, nestling so lovingly and tenderly about him, and shedding sweetest perfume, that the same loving hand that had nourished and sweetened them, might divinely strengthen me to bear this sorrow with sweetness and meekness without bitterness, and that I might endure with the right spirit the separation until we shall be reunited above. My prayer was heard, and the Holy Comforter came into my heart. I claimed Him as my Ishi, and he has so filled my life that I have been enabled to look ahead and beyond, knowing He loves me and will care for me, for "Whom the

Lord loveth He chasteneth." To the Insurance Department, my gratitude is unbounded, for prompt payment of claim. Only those who have experienced what it means to be suddenly thrown on their own resources, can understand how like a gift from God it comes, just when it is most needed. Oh, let me urge upon all who carry insurance, to never be careless. Life is so uncertain. The dear Brothers of Division 14 came in a body to my home, and brought me the check, and also presented me with a beautiful set of resolutions framed in oak, which I need not say, is one of my most highly valued treasures.

Now a word to the many kind friends who have sent me letters of sympathy. To one and all, I wish to say your letters are cherished; I shall keep them. I love to read them over, for I know every one of them came from the heart, and 'tis sweet to be thus remembered. The bond of love is strengthened because linked with sympathy.

To my own Sisters of Bethlehem Division, who have so tenderly and lovingly borne with my weakness in not always carrying a cheerful face while in the Division room, and also for poor attendance on my part I wish to say there is nothing that so taxes my powers of self-control, as to go to the Division room and meet these dear Sisters, look into their sympathetic faces, and hear their voices. Even before I start from home, in anticipation, the tears well up and will not be controlled. Be patient with me, dear Sisters, and I will try to attend more regularly, and also, will try to bring a cheerful face to the Division room, as I try to elsewhere.

May the dear Heavenly Father bless, spread, and strengthen these noble Orders, that much of comfort may come to bleeding hearts and homes bereft of loved ones.

Cleveland, Ohio.

MRS. HARRIET A. HODGES.

Editor Railway Conductor:

It has been but a short time since I wrote, but the election of another correspondent comes on apace, and I must get in all I can before the close of the term. Division 8 is still alive and doing well, adding new members constantly. Our sewing circle has been busy doing social work, as well as sewing. The meetings are well attended, and all seem interested.

Sister Long, our vice-president, was surprised on October 2nd, last, it being her birthday. While she was out with one of the Sisters, her home was invaded by the members and their friends. On returning, she was so thoroughly surprised she could only look from one to another, and say, "You here and you here. Why, how did you get here? Well, well." She received a number of beautiful and

useful presents, among them being a 'pretty umbrella from the Division. When Sister Downs presented it to our Sister in behalf of the Division, she could not speak for a moment, and then exclaimed: "I will carry it rain or shine." A lovely supper was partaken of by all present, and after spending a very pleasant evening, we departed, wishing Sister Long many happy returns of the day. She is one of the faithful workers, and is always at her post of duty. Brother Long is one of the most zealous members of Division 187, and a faithful friend to Eastern Star Division, through whose kindness many favors and gifts have found their way to our organization. He has been especially kind in aiding the sick and in remembering them with beautiful flowers.

The members of Division 187 certainly deserve great credit for the good work they have done in the past two months, work that was noble and beneficial to the public as well as to railroad people.

Sunbury, Pa.

ROXY.

Editor Railway Conductor:

Because of our long silence, it need not be inferred that we have disbanded, nor that we are idle. While our membership has not grown rapidly, we live in hope of making our meetings so attractive and interesting, that we will have no difficulty in securing a long list of new names. We had one candidate at our last meeting, and expect others to follow soon.

Brother Ridenour is confined to his home by sickness. We all hope for his speedy recovery. Our socials have been the most pleasing part of our Auxiliary work, and all delight in attending them. We have one new member, a wee Sister that arrived at the home of Brother and Sister Mulcahy. We fear, however, that when she is a year old, we shall have to expel her, as she will then be too old for business.

Brother Anderson has been very sick with rheumatism at Mt. Clemens, Michigan. Sister A. left last week to nurse him back to health and we are now looking for a report of his recovery.

A surprise was tendered to Brother and Sister Hussart at their beautiful new home on South West street. When a number of their friends rushed in on them about the hour for retiring, they were surprised, indeed. The house was thrown open and the evening was spent in card playing and music, followed by an oyster supper. It is needless to say that all present enjoyed themselves, and when they finally separated, it was with the heartiest of well wishes for their host and hostess.

We are now planning for a Halloween party, where the Brothers will have a good time finding the pumpkin head. Will tell you later how they found it. We recently enjoyed a visit from Sister Charles Gray, of Patcairn Division. You may be sure she was given a warm welcome, and the same awaits all visiting Sisters.

Lima, Ohio.

W. W. A.

Editor Railway Conductor:

Hand-in-Hand Division is prospering finely and is in excellent condition to commence the winter season. At our meeting of October 5, we had the pleasure of a visit from Sister Kroy, of Division 100, who gave us a very pleasing talk. Her visit was all the more pleasurable from the fact that several of us had met her at the

tion in June. Sister Gulliber, of Division 80, Ogden, Utah, also favored us with her presence on the same day. We are always pleased to have the Sisters with us, and hope they will come again.

Sister Walling has been on a trip south and east and on her return she presented the Division with a gavel which was made, not from the tree which Washington cut with his little hatchet, but one which grew by his tomb at Mt. Vernon. We appreciate it very much.

Several of the Sisters and Brothers have been quite sick, but all are on the mend now.

At our last meeting we initiated a new member. The goat was in good working trim and we got along nicely, although our President could not be with us on account of the illness of her father.

After annoying our Grand Secretary for so long a time, we have received our badges and are very much pleased with them.

Our heavy weight conductor told a tale of woe recently about being held up on his way to the freight yard; watch and all valuables were taken from him, and he had to borrow a watch from one of his friends to go out on his run. When the Sisters heard of it, they were very much worried for fear they would never be able to collect the three cents he owed them for putting pants buttons in his birthday sack last spring. The interest now would make it about six cents. There was a great write up of the affair in the daily paper, and officers were out in search of the highwayman. When his honor returned home he found his watch hanging right where he left it. In his rush to get to the train at 12 a. m., he had forgotten to take it with him, and he made up the story of the hold up in order to borrow one.

Our members and their husbands are invited to attend the fifteenth wedding anniversary of Brother and Sister Wheeler on the 29th. We expect to have a very enjoyable time.

Several of our Sisters anticipate a trip to Clinton soon to visit the Division there. Our Secretary has moved into her new home, which is very fine. We expect she will give all the socials, for a while, at least.

A MEMBER.

Boone, Iowa.

Editor Railway Conductor:

More than the allotted time has elapsed since Foote Division has been heard from, but for all that, we have not been idle, and are constantly adding brilliant jewels to our circle. Our last monthly social was held at the suburban home of Sister Branch. It is a lovely home, and we all enjoyed ourselves to the fullest extent. Anyone seeing Brother Branch waiting on the table that evening would have imagined him a member of the Walters' Union. We gave a picnic at Washington Park on September 5, last, and all passed a very pleasant day. Our Secretary, Sister Kipp, also gave us a royal entertainment at her home in Kansas City, Kas.

Sister French is very ill, and we all hope that she may be restored to us soon in complete health. Sister Gould has also been on the sick list, but is with us again.

I was one of the six members from Kansas City who attended the union meeting at Chicago. Nearly all of the faces I saw there were new to me, and I could not help thinking what a wonderful growth our Auxiliary had made in the last five years. Had

it not been for a few familiar faces, among them being our earnest and hard-working Grand President, Sister Moore, and Sisters Garr, Turner, Marshall, Partridge and McIntyre, I must have thought I was in the wrong convention. But seeing them, I felt at home and knew I was in the right place. While in Chicago the Sisters made arrangements to visit the Home for Disabled Railroad Men. I am very much interested in that institution, and was greatly disappointed to find that I must lose the visit through having to leave the city on an early train on the morning chosen for the trip. I have often wondered why the management never state in their monthly reports what was done with the money sent to the Home during the time covered by such reports. The monthly receipts range from \$325 to \$750. These receipts are duly acknowledged, and as it is part of a woman's make-up to be curious, I have wondered how the money is used. It certainly would not take long to add a report of the disbursements. I do not wish to be presumptuous, and merely make this as a suggestion.

In looking over some of my old and prized letters I found several from our Past Grand President, Sister Ragon. Seeing them carried me back nearly six years, as looking through a beautiful vista I see the time when twenty-four ladies of St. Joseph Mo., myself among them, made our maiden bow into the mysteries of the Auxillary. Although I am now a member of Foote Division, I enjoy a visit to my first love, Benevolent Division. A hearty welcome awaits any Sister visiting in Kansas City.

Kansas City, Mo.

MRS. I. E. KIMBALL.

Editor Railway Conductor:

It is my pleasant duty to report that this Division not only still lives, but is flourishing. Our membership has been growing steadily and we expect to initiate three candidates in the very near future.

We are pleased to see Sisters Baylor and McBurth comfortably settled in their new homes. Sister Frasher has decided to make an extended trip, lasting until after the holidays. Our best wishes go with her, and we hope for her safe return.

All the Sisters visiting in this city should make it a point to call on the Division, and we can promise them a warm welcome. The next entertainment we have in prospect is a bazar, and we wish all of our readers would attend. At that time we shall raffle off the beautiful quilt for which the Sisters have worked so zealously in the hope of obtaining funds for the benefit of the Division.

We are doing our best for charity, and give generously. The Sisters are good workers and are doing all in their power to have the Division stand unrivaled.

MRS. W. BARBER.

Phillipsburg, N. J.

Editor Railway Conductor:

The members of Ortiz Division celebrated their first anniversary of organization by giving a ball in the Raton Opera House, August 19, last, and it was up to date. That is what we are here for. Sisters Kelly and Nicholson were in charge, while Sisters Gilbert and Burns made up the finance committee. After all expenses were paid, we added \$40.00 cents to our treasury.

The next question was what to do with the quilt which I mentioned in my last letter. We finally decided to raffle it off for the benefit of the Home

for Disabled Railroad Men at Highland Park, Ill. The sale of tickets realized \$21.45, 'which was at once forwarded to help in so good a cause as building more room for the accommodation of those who are seeking admission to that institution. In reading Mrs. Ed. Schmitt's letter in the October CONDUCTOR, I felt as though every railroad organization should do everything possible in aid of such an undertaking, and that everyone connected with railroading should visit the Home when in Chicago. It would cheer the boys up and make them feel as though they were not forgotten. Mrs. C. F. Remsberg drew the quilt, and, as she was not present, we took it to Mr. R., who kindly said he would deliver it. He also said: "I will have to set 'em up," which he did, in fine shape. He said he would order another barrel of cider for the occasion. Now, ladies, if you want to be in the swim, make a quilt and raffle it off to a grocer's wife.

We are few in numbers, but are workers, I tell you. All of us are anxious to go to the convention next May. Sister Bresnahan and husband have left us and gone to North Carolina, where there was something better in store for him. May our loss be their gain. We do not see anything from Division 372 since Brother Hatfield left Raton. Alpha Division, what are you up to, that we do not hear from you oftener?

MRS. C. W. B.

Raton, N. M.

Editor Railway Conductor:

As the cool days of autumn begin it seems to bring new life to the members of Keystone Division. We have not been sleeping all summer, however, and are still adding a new member now and then. We think that is something to be proud of, and by the beginning of the new year we want to have a membership of fifty. The chances are in favor of our success, as we have willing workers.

At a recent meeting it was suggested that we do some charity work at once, and accordingly we decided to hold a sociable and divide the proceeds among the Railway Men's Home, our city hospital, and wherever we could aid a good cause. The social was held October 15, at the home of Sister Weaver, who, with her husband, received the guests in a most hospitable manner. The evening was delightful, socially, and profitable as well. We were pleased to see the Brothers turn out so well. If we can't find a picnic ground we enjoy having them at our sociables.

It was with pleasure we received at our last meeting an invitation to attend the anniversary and union meeting of Lakemont Division. We anticipate a pleasant time and the opportunity of meeting our Grand President, Mrs. Moore, is by no means the least of the attractions. The first question is, how many can go? I hope all of us.

There has been quite a good deal of sickness and sorrow in our Division. Sisters Fisher, Payne and Wood have all been on the sick list, but are better again. Sister Smith is quite ill at present, but we all sincerely hope she will soon be with us again. Sister Quay has been kept from attending by the serious affliction of her husband, and our prayers are that he may soon be restored to complete health. Sister Fleck also has the sympathy of all the members, in the death of her son. This blow was made all the more bitter by its suddenness, as the death of the little fellow was caused by picking up a live wire. It is also my sorrowful duty

to record the death of Brother H. Kellar, a charter member of Division 143, whose home was in Altoona. Sister Kellar is a highly esteemed member of Lakemont Division, and has sustained the loss of a devoted husband, while his Division mourns one of its most respected members. God comes in His wisdom, as He says in His word, "What I do now ye know not but shall know hereafter."

Harrisburg, Pa.

MRS. A. GILLILAND.

Editor Railway Conductor:

In reply to the question, "What has Division 70 of the L. A. done this year with the exception of giving a Thanksgiving ball?" I would say, that, while our faults may whip our virtues, we have learned that with us the exercise of mercy and compassion is a positive obligation. The purest virtues and excellences of life are nurtured in Division work, and if every member of the various Divisions were loyal to principle and true to the Order there would be greater reverence for God and more would live for humanity.

The word love, though often misused, is not obsolete yet. Love is said to be the fulfilling of the law, or the oneness of soul with soul in appreciation and perfect trust. If allowed, it illuminates our paths, dark and mysterious though they be, with torch lights lit from the one great light. Living for others develops Jesus Christ within us. If we are filled with His love our progress toward life's true goal will be constant and rapid and we can carry happiness for ourselves and others with us wherever we go, regardless of all environment.

Such love knits us firmly together in peace for the common prosperity of ourselves and children.

It is not more brains that Division 70 needs, not more education, not more money, but more love for God and humanity. But please do not think it a case of entire destitution with us, for only last month Sister Oakes, who is intensely interested in the advancement of her Sisters, suggested that we have a picnic just for the sociability of the thing with no money making scheme in connection with it, and I hear it was a complete success. Their gasfitter expected to be with them but was freed again.

Sisters Guernsey, Townsend, Mee and Oakes represented Division 70 at the school of instruction held in Chicago last June. They were delighted with the hospitality of White City Division and boast of the many agreeable acquaintances formed and the words of comfort and good cheer extended them. We are especially indebted to Sister Guernsey for a unique report of instructions, and while we are trying to follow and live by these instructions may we remember that

Kind, loving words and helping hands
Have won more souls for heaven,
Than all the dogmas and the creeds
By priests and sages given.

In behalf of Division 70 I extend a hearty invitation to all who can, to be with us on the evening of the 24th inst., and we will prove beyond a doubt that there is a friendship that survives a wooden leg or the small pox.

MRS. C. R. DICKINSON.

Clinton, Iowa.

LOVE'S LESSON.

(Written for THE RAILWAY CONDUCTOR.)

BY MRS. NELLIE BLOOM, SAN FRANCISCO, CAL.

You have taught me the task of loving.

In words you now regret.

You won my heart's devotion,

Now teach me how to forget:

You say the task is easy—

That the victory will soon be won.

But a woman's heart with its wealth of love.

Will break o'er the wrong you've done.

You taught me the task of loving.

But, ah! how little you knew

Of the pain and weary heartache,

When I found your love was untrue:

Did you think when you won the treasure

Of a woman's heart, so deep,

That you could cast it aside at pleasure

And her love repay with deceit?

Will not conscience awaken and tell you

Of the ruin your treachery has wrought?

Will no dream of the past rise before you,

Bringing with it a remorseful thought?

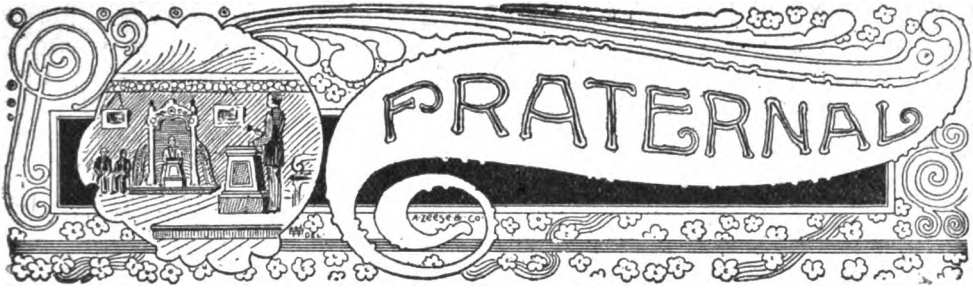
But my heart shall no longer reproach you.

For in memory you are dear to me yet;

You have taught me the task of loving.

Will you teach me how to forget?





Editor Railway Conductor:

The October number of *THE CONDUCTOR* has been received, and both carefully and eagerly read, and to our dislike, there are too many political letters. Division 295 is opposed to the use of our magazine for that purpose, and we earnestly hope the Brothers will refrain from asking our worthy editor to publish any article which may bring discord and break the harmony with which we are now blessed. We know that there will be two sides to all questions, and if we continue to use *THE CONDUCTOR* for that purpose, it will only be a short time until it may land in our Division rooms. When our delegate attends the 26th session of the Grand Division he will place before it a law, prohibiting the use of *THE CONDUCTOR* for any political or religious discussions whatever. What we want is news pertaining to our noble Order, and then, when *THE CONDUCTOR* comes we will not expect to read politics. There will always be two sides to each question, and both claim to be right and both predict ruin and panics, if the other is put in power. Now Brothers, let up on politics, and give something in the railway line.

Lorain Division is growing, and almost every meeting we add to our list. We keep watch on all conductors, and catch them as fast as they become eligible. We are receiving some complaint in regard to the way some of the Brothers take advantage of Brothers by borrowing their good will, and forgetting to pay it back. Brothers, be Brothers, and remember your obligation. Be square with each other, and do not have complaints come to the correspondent, and possibly to the Division room.

Business on the C. L. & W. R'y. has been pretty fair, and we hope it will so continue. By the reports of absent Brothers, all are at work, and business is on the improve. Brother Neiderheiser has been off duty with a very sore arm, which he hurt by falling into a gondola. We all hope for his speedy recovery. Brother Willmot has again resumed duty, after his severe illness.

Lorain, Ohio.

L. O. RAIN.

[If the Grand Division establishes a rule, such as is proposed by the Brother, it will be a relief to the Editor, in that, he will not be accused of rejecting communications because they do not agree with his personal politics. The Editor has permitted discussion of principles while excluding partisanship, and has rejected enough political communications to fill the book from cover to cover, twice over. For so doing he has been accused of trying to assist every party in existence, except the prohibition party. When the political pot has ceased to boil, the members will turn to their organization for protection and benefit, and will find that their

officers have not strayed from the path of duty to the order and its members.—Ed.]

Editor Railway Conductor:

Owing to the excitement of the past few days, I came near running past my orders, and not getting my say in the November *CONDUCTOR*. Business out this way has been quite good for the past month or six weeks, and if some of our good Brothers had been here, they could have jumped into work immediately, though it is hard to tell how long it will last. The C. R. I. & P. has been doing quite a stock business in Colorado and Kansas, and could hardly get men enough to handle it. They sent up from Goodland for fifteen or twenty men during the month. Several of the members of 44 are down there, including Brother Geo. Tyler and Brother Beach. Business on the Gulf has been quite brisk also, judging by the number of trains passing over the road. Sheep and coal seem to be the principle freight. The B. & M. have been hiring several men of late, but I think it is nothing permanent. Many of the men hired by that company are of the "student" persuasion, and we understand the company is not particular about hiring men with experience. But they are very particular to have an old timer to harness in with the strange "cattle." Why is it thus?

During the latter part of October, Brother John Mann coupled on to a partner to share the trials and tribulations incident to the life of a railroader. We did not learn the name of the fortunate young lady, but can assure her she has a Mann that will do to tie to. May their life together be one of prosperity and happiness.

The ladies of Division 23 have issued tickets for a Thanksgiving ball, which we trust will be a success. Sister Fred Graham reports her trip east a very pleasant one, and many were the courtesies shown her by the Brothers and Sisters of other Divisions, during her travels.

Brother Henry Akron, of the D. & R. G. Manitou run is enjoying a vacation, and is going to take a trip through Mexico, and, we believe, California. The girls of Colorado Springs must have retained his mustache to remember him by. Better get another, Henry, you don't look natural.

Brother Grimshaw, who runs express on the D. & R. G. to Cripple Creek, visited Division 44, November 1st. It is so seldom we see his smiling face, that we can't avoid mentioning it, as it always reminds us of when we used to meet him about 2 a. m., at a lonely way station, and still he was pleasant. Several other old-time "rocks" were present, including Brothers Muse, Roszell, Ellis, Grier, and others.

Brother Chas. Ragon had what might have been a

very serious accident, the early part of October, at Colorado Springs, being knocked down on the top of a box car by a viaduct that did not clear. As it was, it cut a severe gash in his head. He has taken a trip to his old home in Ohio, but we did not learn whether or not Mrs. R. accompanied him.

Brother Bartlett hands us the business card of the Automatic Time Signal Co., with G. E. Smith as general agent. We understand he is a Brother of Division 122, and a correspondent of THE CONDUCTOR, and we should be glad to meet him. It is now time to look after our own elections, so prepare your slates. Division 44 is still in "Swimmin' hole."

Denver, Colo.

HOT TAMALES.

Editor Railway Conductor:

Brother Henry Eaton has returned to work. Brothers Hackett and Chandler ran his train while he was on his vacation. Brother Bean has moved to Concord, and is running Nos. 33 and 174. We are glad to have him with us at Division meetings. Brother Howe is running Nos. 171 and 34.

We were glad to see Brother Hackett at the Division meeting October 18. Mr. Hull became a member at that meeting, while Brother Keyser was taken in the first meeting in the same month. Our Division seems to be growing, and we hope to get more to join. We expect to help the ladies all we can in starting their Auxiliary, and hope they may have success in all they undertake. Boom the Auxiliary and perhaps when it is started we shall have more out to our own meetings.

Brother Barker has returned to work, and we hope he will not get hurt again. Brother Jones has been running gravel train on the C. & C. branch. Brother Senneff has returned from the south, and we are all glad to see him back. Brother Blood is running through freight on the main line, and Brother Brown is in charge of local freight on the P. & H. branch. Brother Chandler is running extra on passenger trains.

An entertainment was given at the R. R. Y. M. C. A. on the evening of October 14, which was greatly enjoyed by all present. The room was so well filled that some were obliged to stand. General Secretary Burleigh, and J. Frank Webster had charge of the program. Secretary Burleigh is the right man in the right place, and that success may crown his efforts is our hearty prayer. Another entertainment will be given in a month, and all railroad men and their families are invited. Light refreshments will be served. No. 34 had eleven cars down October 21, and Brother Flanders reported that he had 96 feet of slack bell cord on the rear car, and if I wanted any up ahead, he could spare a few feet. The sleeping car conductor said Brother Flanders meant 96 feet, more or less, and I think that was correct.

Franklin. N. H.

C.

Editor Railway Conductor:

Osawatimie, Kansas, is a small city of about three thousand inhabitants, located sixty-one miles south of Kansas City, and is a division point on the Missouri Pacific Rail way. Osawatimie may rightly be termed a railroad town, as more than two-thirds of its population are railroad people. It may also be termed a fraternal town, as nearly every fraternal society in existence has a lodge here. Therefore, it is not strange, that all the labor organizations engaged in the train service each

have a lodge or division here. Sometime ago some of the more enterprising members of these different labor organizations got together and discussed the possibility of holding a union meeting at this place. A series of meetings were held, and it was finally decided to have a big union meeting here, lasting two days, October 15th and 16th, in order to give all the boys a chance to attend, either one or both sessions, and accordingly, invitations were sent out to all the lodges and divisions in the surrounding country, and also to the Grand Officers of each organization. We confidently expected a large gathering here, but got beautifully left. Not a delegate or a visitor from any of the lodges or divisions in our immediate neighborhood was here although quite a number from a distance were present, but not as many as would liked to have seen. But each order was represented by a Grand Officer, and we had a very enjoyable and profitable meeting after all. The B. of L. E. was represented by Grand Chief, P. M. Arthur; the O. R. C. by Grand Senior Conductor, A. B. Garretson; the B. of R. T. by T. R. Dodge, second vice Grand Master; the B. of L. F. by Chas. W. Maier, third vice Grand Master and the O. R. T. was represented by Brother J. R. T. Austin, Grand Secretary and Treasurer of that order.

All these Grand Officers are fine speakers, and the talks they gave us, both at our secret and public meetings, will not soon be forgotten by the railroad boys, nor by the citizens of Osawatimie, and I am confident that our union meeting will be productive of much good in this locality, and create a better feeling between the members of the different orders, and bring the men in closer touch with each other.

The merchants and citizens of this city deserve much praise and credit for the generous manner in which they helped us to entertain our Grand Officers and visitors. Every business house on main street was profusely decorated with flags, bunting, and the well known red, white and green colors. One enterprising merchant had his large plate glass windows decorated with all the monograms and emblems of the five orders, and also a signal board extended over the sidewalk. Of course railroad men will never run by a station where the order board is displayed, without getting an order or a clearance, and every man that stepped into this enterprising store, (it was not a "joint," but a spot cash grocery store,) got a clearance in the shape of a good, fragrant cigar.

On the first day we had a secret meeting in the B. of L. F. hall, and two public meetings in the afternoon and evening, at the opera house. This program was repeated on the second day, with the exception that in the evening, the citizens gave us a complimentary banquet, at the railway eating house, which was enjoyed by over two hundred people. At these meetings we gave our Grand Officers a chance to earn their salaries, and right well did they acquit themselves, but they all said it was one of the toughest programs they had ever tackled.

The only thing that marred the pleasure of the occasion, was the fact that Brother Garretson had to leave us right in the middle of the proceedings of the public meeting on the second day. He was called away by a telegram from Brother Clark, to go somewhere else. It is our misfortune, that every time Brother Garretson comes to our city, he has

always got some very important business waiting for him at some other point, and therefore he cannot give us the benefit of his visit that we think we are entitled to. Brother "G.," next time you come to Osawatomie, we hope you will have a little more leisure time on your hands. You surely missed it this time by leaving us when you did. If you don't believe me, just ask Brother Maier of the B. of L. F., or any of the other Grand Officers, who stayed till the finish.

Osawatomie, Kan.

A. J. SCOW.

Editor Railway Conductor:

On a recent meeting day, when business of importance was in sight that would have been of concern to all the members of Division 301, long after the glitter, glare and tinsel display of a political parade had vanished from memory, an effort was made to gain a quorum. One caller, on a wheel, one man covering the city with rapid strides, and a bugler, leaning far out of the Division room window in the third story, blowing from that dizzy height lustily on his instrument, and occasionally stopping in his exhausts to call out in stentorian tones, "This is meeting day." The result, after about an hour of delay, was a crowd of three, gathered around the altar, while ten others of the long suffering members, who have long held good positions, gained by years of faithful service, were any and everywhere but in the Division room. This picture is not overdrawn, and is a familiar one, hanging on the walls of two-thirds of our halls. The efforts of the greatest orator that ever lived would be cheerfully paid for if he could only succeed in arousing the interest of each member, not only in matters purely personal, but in those pertaining to the Order as a whole.

As members of one of the greatest organizations of labor in the world, we should strive to bring our Order to the forefront and secure its recognition as the flower of organized labor. Will each one of us extend a helping hand, or will we wait, watch and pray, kick, cry and chew the rag, until we become so old that we will be walking around with two crutches and a cane, and, while smoking the pipe of peace in our imbecile way, watch the conductors of the coming generation complete the grand building of education and betterment of railroad men so long ago begun? Would this be doing our full duty as honest men, good husbands and fond fathers, to allow so grand a work to go undone through sheer neglect?

The Order of Railway Conductors is good, but why not make it better? Our Grand Officers are of the best, and as a general thing the members have been thoughtful enough to bring their best men to the front in Division matters, but in too many cases they seem to think their duties end there. Many good men, after being elected to positions of trust in this and similar organizations, have bitterly realized how futile it was to try to fight the battles of their brothers alone. Let each Brother feel that the welfare of his Division depends upon him alone, and that all mismanagement is a reflection upon him personally. Then attend all the meetings, keep your insurance paid up promptly, strive to help your officers, and your brightest, grandest hopes will be realized and the Order will be placed permanently where it belongs, at the head of the grand army of organized labor.

Should you meet a Brother who is down, don't

sneer at him, but help him. Some day you may meet him on the summit of the hill and the saving of that one man may be the grand act of your life. There is a satisfaction so substantial in such work that even when the clouds of despair almost enshroud you and there is no silver lining in them for you, you can look back and find consolation in it.

"Hot Tamales"—pardon the intrusion—allow me to compliment you on your correspondence. Send some of your "medicine" over to old Indiana, and see if won't cause some of our writers to "get a jerry" on themselves.

O. R. C.

Seymour, Ind.

Editor Railway Conductor:

On Sunday, October 11, a sermon was preached to railroad men by the Rev. C. O. Johnson, in the Euclid Avenue Methodist Church, Toronto, and a good number of the Locomotive Engineers, Firemen, Trainmen, Telegraphers and Conductors had an opportunity of listening to a very able discourse. Before commencing his sermon, the reverend gentlemen heartily welcomed the members of each organization, and at once had the sympathy of the whole congregation, and on some occasions during his sermon received the applause of his listeners.

The text chosen was from 1st Chronicles, 11th chapter and 22d verse: "Then Benaiah went down into a pit and slew a lion on a snowy day." This lion had been committing depredations through the neighborhood; men, women and children had been killed, and Benaiah, with his sheath-knife and spear "went where duty called him," thus showing, by his bravery and faithfulness, that he was a man, and being possessor of these characteristics, he most resembled, in Mr. Johnston's estimation, the railway man. Their bravery arose from a sense of duty, and true bravery consisted in doing one's duty, no matter what might befall; also showing that while others had fallen a prey to this monster, Benaiah had conquered, and could go home and lie down on his couch a hero to his friends. The reverend gentlemen said, in substance: There are lions to be conquered to-day, and although the trainmen's lives, when on duty, were dangerous, there were, perhaps, greater dangers before them when off duty, and many a brave man had felt the grip of the lion's paw. In these days, it was possible to find things that looked like men, but which, in reality, were not. The speaker said he admired railway men; he had always found them charitable and kind and willing to accommodate the public in so far as it was right for them to do so, and if he were not a preacher he would like to be an engineer or conductor on a through express. He dwelt upon the importance of being true to ourselves and to one another. He was, he said, a strong believer in organizations, and thought, if the members would deal squarely with the companies, the time would come when the organizations would promote or dismiss men of their own volition, according to deserts. He also spoke very highly of the insurance in connection with the different orders, and read from a railway magazine that among fifty-one who had claims on the insurance of that order, there were thirty-four killed, or maimed for life, which was a painful fact to him. He was almost ashamed to say that he had not any idea the

number was so great, and wondered why it was not more generally known.

In conclusion, he commended us to the higher form of insurance, and hoped when our duties had been faithfully performed we should arrive into the station at last.

The reverend gentleman related several timely and appropriate anecdotes of his experience on the train and with railway men. One worthy of mention was where an engine-driver had been dismissed, who came to him asking his assistance in endeavoring to use his influence with the railway company in his reinstatement. "Well," Mr. Johnston said, "You have dismissed yourself and I have no ground to stand on if I should go to the company. But look here, I tell you what I will do. If you will promise me that you won't drink any more." "Well," the man said, "that's pretty hard; give me a little time to think over it." "Yes, I will give you one week, then if you come back and say you will do it, I shall go to the company and see if any thing can be done for you." That man came back in a few days and said: "Mr. Johnston, I have made up my mind, and I give you my promise." Being convinced by the manner in which he said it, that he had taken a firm stand and meant what he said, Mr. Johnston went to the company and stated the case, and his determination to do better. "Well," they said, "he is a good man, and we would like to do what is right, but if he should again go back in the old way and an accident occur, who will pay the damages?" "Well," the minister said, "they would have to be pretty light for me to meet, but I will stake every dollar I am worth on this man's resolutions." He was taken back, and has not touched intoxicating liquors since, which is, I believe, about seven years.

This is a new departure with the railway men in this city, and in the words of the minister, I hope it may become an annual affair. I believe it is another step toward bringing a closer relation between the different railway organizations, if the members to themselves will but be true, and let our motto then be "onward."

Onward, and all earth shall aid us;

E're our peaceful flag be furled,

Preach till organized labor

Stir the pulses of the world.

Toronto, Ont.

W. J. GRAY.

places, and will continue to do so if we are only true to our colors.

E. B. L.

Portsmouth, Va.

Editor Railway Conductor:

Quaker City Division is growing to be very prosperous. Our last meeting was well attended, but the meetings during the summer were light, owing to the absence of many of the members from the city. The approach of winter is bringing them out again, and everything looks brighter in consequence. Another year is almost numbered with the past, and how many of our Brothers can say they have done their full duty?

All the talk now among the boys is how they will be "wild-cattin'" to Los Angeles next May, so the western Brothers had better be on the lookout for Brother Ashbridge, with his carpetbag, and many others who will be running extra.

Brother Stead has had his fish pond cemented has planted more carp, and expects to start a fish store this winter, so, Brothers, if you need anything in his line, give him a call, as he is a good fellow. Brother Mooney, of Division 162, was present at our last meeting, and, in the absence of our C. C., filled the chair to the complete satisfaction of every one. All would be pleased to have the Brother come again. Brother Wood, of "Market Train" fame, should not snore so loudly when deadheading to New York, as the passengers in the sleeper are kicking about it. Brother Sweatman is gunning for sand snipe at Long Branch. We were very sorry to hear of the illness of Brother Lew Bender, and hope for his speedy recovery.

We initiated one candidate at our last meeting and have prospects for three more next month. What I complain of is, after a Brother has been duly initiated he seems to think that ends the matter, and it makes no difference whether he attends meetings or not.

There is good metal in 204, with one kicker; ask Brother Manahan who he is, and he can and will make you an answer. In my opinion he always kicks for the good of the Order, and he is a regular attendant. Now, stand shoulder to shoulder, boys. Let the good work go on, and I hope to see the day when we meet a conductor, he can say, "I am with you to stay in the O. R. C."

Wm. C. S.

Philadelphia, Pa.

Editor Railway Conductor:

Should anyone ask you about Division 205, please tell him that we are at the same old stand and are still sawing, sawing out the very best material from which to make O. R. C. men. I am pleased to say that we have made a few since we were last heard from. Some of the pleasure has been detracted from this, however, by the sadness which comes from seeing some of our old war horses lose interest in our Division meetings. The officers, especially, need the presence of such members to aid in keeping the Division abreast of the times in every particular. Outsiders are liable to form their opinions of the organization by the interest shown by the members, and a bad impression thus given may do us incalculable damage. Allow me to remind all such that the laws require their attendance, and to entreat them to come out, and not permit their names to appear on the suspended list for non-attendance. Let us stick to the old ship, as we know that she has carried us through many stormy

Editor Railway Conductor:

On October 11, last, Bay Division removed from the old location to the new hall in the Mead Block, owned by the A. O. U. W. For this meeting day there was more business than usual before our body and our session was longer in consequence. One or two of the members exhibited considerable anxiety and the debates were noticeably short. Soon, however, we heard the tramp of a little army invading our halls, and our doors began to resound to the delicate (?) knockings. Brother Campbell moved that the O. S. attend the alarm and report the cause of the disturbance, as he did not propose to take any more chances on the changes, as had been presented to him. He did not like his office chair, so he got the other one, but did not know it was loaded, and it was not his intention to go down again before a body of his friends. The officer reported a delegation of ladies from the O. R. C. Circle in waiting, and the Division affair

were brought to an abrupt end. The ladies were given the freedom of our halls, ante rooms, etc. Brother Hayhoe claimed the rooms belonged to the men, but, aside from this, no discussions were heard. The ladies went quickly to work and uncovered from their hidings all the delicacies of the season, and brought from the adjacent rooms oysters stewed in cream, chicken pie and several courses of the choicest edibles. The tables were loaded with such good things as only the experience of a conductor's wife can prepare. Brother Kirby took seven dishes of the oyster soup, and then, with an eye of envy on his colleagues, remarked that it was the chance of his life and he was full of soup.

Brother Martin slid quietly out of the room, got a hack and soon had Mrs. Martin in the midst of the crowd. This was another genuine surprise, as she had been confined to her room for three months. It was like the appearance of an angel. After all were served, a special table of fifteen children adorned the ante room, and they were a feature of the entertainment. The afternoon was spent very pleasantly, and all present will remember the members of the Ladies' Circle most kindly in connection with our opening day.

We are gaining in membership in spite of the absorbing interest taken in politics and the business depression. There were two applications at the last meeting with more to follow. We have fifty on our rolls, and good timber yet to be brought in. There are new applications for nearly every meeting, and still the good work goes on. Considering the fact that nearly all of our members are employed on the Mackinaw division of the M. C. R'y, this is as good a showing as is usual.

At no time since the building of our line have we experienced such dull times as now in the freight and passenger traffic. Our train crews consist of three conductors on each train. There are about sixty-five men laid off on account of light business, and three passenger crews have been taken off.

Conductor George L. Fisk has gone east into New York and Pennsylvania. On his return he will be accompanied by his wife and son, who have been spending two months with her parents, near Rochester, N. Y.

Brother Wm. Walsh, conductor of construction train, has been off a few weeks, in attendance on his brother, Thomas Walsh, the well known groceryman, who met with a serious accident while hunting ducks in Tobico Bay. Through the premature discharge of his gun, his right arm was so severely wounded that amputation near the shoulder was necessary. Mr. Walsh has the sympathy of all the railroad men, as he is generally known and universally liked by them. In a recent subscription to one of our Brothers, his name appears on the list opposite to \$25. cash.

DUNN.

West Bay City, Mich.

Editor Railway Conductor:

Since my last coal business has increased so that all the power has been ordered out to move it, making the boys correspondingly happy. Brother Wm. Barnes, on his arrival home a few Sunday mornings past, was agreeably surprised to find that a new conductor had appeared in his family.

It is now proposed that we take up the floor or initiatory work at every meeting, candidate or no candidate, so that those who are in office will be

able to initiate a candidate without the breaks which usually happen to those who are not familiar with the work. It is a good move and should not only add to the efficiency of the officers, but to the interest of the meetings.

Brother John M. Hartzell, of Division 147, was caught between the cars on the Long Branch division September 24, and squeezed through the hips. Am glad to be able to report that the injury was not serious. C. A. Wilson, Second Vice Grand Master of the B. L. F., whose home is here, has returned from the meeting of their grand body in Galveston, and reports having had very harmonious sessions.

October 6 we accepted an invitation to attend the first annual banquet of the Railway Conductor's Club of North America at the Hotel Gerlach, New York. In company with Brother S. V. Shrope, we left home in time to reach the city and attend a general meeting at 1 p. m. in the room of Division 54. There we had the pleasure of meeting our Grand Chief, E. E. Clark, and Grand Master Sargent, of the Firemen, both of whom addressed the Brothers present at some length on issues vital to the best interests of both organizations, as well as all others engaged in the different branches of railway service. We also had the pleasure of meeting Brothers Weisz, Staats, Heitzman, Cramer and Riordon, Governors of the Club; Brothers Sutton and Sheldon, of Division 312; Brother Braze, of Division 104; Brothers Albert and Bennett, of Division 100; Brothers Mitchell, McDonald, Lawrence and others, whose names I cannot recall, from 100; Brothers Bagshaw, Trimmer and Slack, from 301; Brothers Haynes, Horton and Freeman, from 307; Brother Ross, from 317, and a number of others.

As I understand it, the Club has secured a house in East 37th street, to which any member of the organization has full access on payment of fifty cents per year as a membership fee. The banquet was in all respects a first class success. Brother Robert McDonald brought the festivities to a close by rendering an Italian's toast to Columbus. It brought the house down.

Brother Taylor Weand, of Bethlehem, met with a painful accident during the past week by a hammer head flying off and hitting him in the face, cutting a deep gash. He is around again, running his train. Brother J. C. Ritter, dispatcher at Bethlehem, is confined to his home by sickness. We trust to see him around again soon. Brother L. Parker Titus, as General Chairman, starts out next Sunday to make his usual round of visitation to the Divisions on the line of the New Jersey Central.

Phillipsburg, N. J.

W. C. ROWLAND.

Editor Railway Conductor:

We are having fine weather in this part of the country and business keeps up to correspond. We are still handling our full share of pig iron, coal, limestone and iron ore on the B. M. railway. The main line crews between Decatur and Montgomery are doing a rushing business this fall. I expected to see business dull on account of the presidential election, but we have had good work all the year, compared with the business of other roads in this country.

I am confident I never heard as much politics in all my life as during the past few months. Before this is published, however, the election will be

over, and then, I hope, we shall all cool down and forgive and forget any unpleasant things that have been said in the heat of the strife. Life is too short for us to be anything but sober and upright in all our dealings with mankind.

Let us all remember our obligation to the Order and to our families; and so live that, when we are done with the trials and tribulations of this world, we shall be missed not only by the railroad men with whom we have shared the hardships of the rail, but by the communities in which we live. So let us all strive to do our duty faithfully and let each one see what he can do for the good of the O. R. C.

Division 186 is in good shape financially, and we hope to remain that way. CORRESPONDENT 186.
Birmingham, Ala.

Editor Railway Conductor:

Why is it that those who belong to the laboring class do not believe in the union of labor? They can not say they have not seen or felt its good effects. We have union of states, union of capital, union of avarice and greed. The laboring class as a whole do not believe in union. They are the one class of our citizens who should believe in union more than any other, and be its champion. Take the members of all unions and what do we see? Why, members in name, only.

What is the cause of this lukewarm support? The cause, and the only reasonable one, and it can be proven by undeniable facts, is selfishness. Yes, selfishness has completely hidden all the good there is in humanity. Now, Brother Editor, I do not want you to think I have taken a pessimist's view of this danger that has threatened to destroy all labor unions. Each member of labor unions should make it his duty to see to it that when prosperity comes it should cover the laboring class as a whole, and not the individual. Our aim should be the greatest good to the greatest number. If we, the laboring class, do not help one another, whom have we to go to?

Public indignation is a weapon that can be used by labor unions if called for in a proper manner. This being so, what can labor union indignation do? Will we continue to do as we have in the past, stand by and see one of our unions attacked and a foundation stone removed from the temple of labor, with no concern about what the effect will be on the temple, where all labor should meet on equal terms. When organized capital attacks labor unions it always attacks the weak first, then gains courage and hunts for higher game. What is its most effective weapon? The selfishness of other labor unions whose members stand by and say, "This is no fight of my union. My wages are not involved in this trouble with the cigar factory." "Why?" "Because I am no cigar maker."

Let me tell you, old selfishness, of a case where union labor indignation came to the rescue of a weak labor union. In the year of 18— one of the great transcontinental railroads sent to every telegraph operator in its employ an affidavit to be filled out and sworn to, to the effect that they, the operators, were not members of any labor union and would not join any such while in the employ of said railroad. Now, old selfishness, what was the outcome of this case of coercion? Every labor union represented on said railroad offered the good offices and good will of its members to stand

between the operators and the road, and they said to this company. "You shall not steal the citizenship of these men. You are not only attacking your operators, but every member of union labor employed on your system." The strong arm of this railroad was held while the manager withdrew the affidavit and made a contract with the operators for a scale of wages. There was no talk about striking, and it cost no man his situation or affected his standing with the road. Labor won, because liberty and justice are founded on eternal truth. They are tranquil, because they are invincible, and invincible because they are contagious. If any member of organized railroad employes wants system federation and doubts its power to settle disputes between railroad companies and their employes, I refer him to the above.

There is a danger that is a menace to trainmen and it is encroaching on all classes of labor. I allude to the number of farmer boys who are deserting the farms for the shops, factories and railroads. This is an unnatural and excessive addition to the unemployed. All members of labor unions who are so fortunate as to have situations, especially trainmen, know that there never was a time when there were so many farmer boys braking and firing on the railroads as there are to-day, and we know that they are not earning over \$18 per month. They are called "students," a class unknown to railroad circles ten years ago. They are a class by themselves.

In closing this rather long letter, I want every reader of it to remember that the prosperity we all are wishing for must come through the producers of all products, and their prosperity will find its way up and through and rest on every class of industry. It will not come through the idle holders of idle capital, who produce nothing except laws.
JACK RABBIT.

Terre Haute, Ind.

Editor Railway Conductor:

Our meetings have been pretty well attended of late. Things have been dull, but are picking up now. Freight is on the boom, while passenger business is declining, though it will doubtless get better during the next few days.

Brother E. J. Miller is sick at the hospital. Brother Shannon does not attend as regularly as he did. Come, Brother, get in line. Brother Carroll is a hard worker and always has the interests of the Order at heart. He is now located at Jennette, a yard master. Success to you, Brother.

Brother Skep. Taylor has "shook" us of late. I hope he will soon show up, as he makes things lively. I had a letter from Brother Chas. Saylor who is in Aspen, Colo., but is going south. Look out for Charles, as he is all o. k. Brother Al Barr, who went to San Antonio, Texas, for his health, is improving, and intends to locate in that country.

We had about 150 members of the "Old Reliable" here several days ago, among them being Captain Haley, "Wabash Bill" Beckley, Brother Silsbee, Chief of Boston Division, and Capt. Brown, of Chicago. The boys gave them a banquet, 250 covers being laid. I hope the boys all got home safe.

Brother Chas. Miller, of Baltimore, made us a welcome visit recently, and we hope it will be repeated. I was down east for a few days and met Brother "Happy," of the B. & O., and several other Brothers. I found them all good Order men and

talking California. I hope to be able to take the trip, and a number of our members are talking of going, among them being Brothers Good, Schuler, McGuigan and others, too numerous to mention.

Our worthy Chief, Brother Walters, reports his wife as improving. All would be glad to see Brother Jack come back and take charge again. Brother S. S. Miller, of the "Hungarian Special," has returned to work after an extended trip through the east. Brother Tom Garrison has promised to attend the first Sunday he can, and it is to be hoped that it will be in the near future.

Brothers Barron and Butler have returned to work after a vacation of two weeks' duration. Brother Cal Zeth has been running for Brother Miller. Brother Stewart is back, running extra. Good luck to you, Harry. Capt. Jack Pitcairn is a candidate for senator in this district, and we hope for his success. Brother Al Borland has returned from Denver and reports all the Brothers in that portion of the country as being true blue. While there he spent a day with Brother Saylor, at Aspen. Brother Chislett is taking a fall out of the bicycle to reduce his flesh. He is one of our hardest workers. Brother McGuigan has not missed a meeting this year, a record to be proud of. If our Senior Conductor does not come oftener than he does Brother McGuigan will wear his chair out.

Brother Forbes is punching tickets on 10 and 3 for several weeks. Brother Geo. Vance has been working hard for the best interests of the Order. Those who have met Brother Vance at the meetings of the Grand Division know what a worker he is. Brother G. W. Miller is candidate for clerk of the courts in this county and will win, hands down. Brother N. E. Garber is running the owl, having returned to duty from a short trip to the sea shore. Brother M. J. Dougherty has been ill for a short time. Brother Dan Brown was pleased to hear from an old friend and Brother at Leadville, through Brother Saylor.

Brother Ed. Pershing has recovered from a serious illness, and is running Nos. 5 and 6. Capt. Rox Briney, of the P. C. C. & St. L., has taken on a side partner. The boys all wish him success and happiness. Brother John Stevenson, of the C. & P. is on deck again.

The many friends of Brother A. A. Connor will be pleased to learn that he has charge of the big electric works at East Pittsburg. Brother Connor has not been on the road for some time, but he has always remained a good member of our noble Order. His pocket is always open for the Brothers in need and he places them in his works at every opportunity. Brother C. is all o. k.

Brother Ludwig has ridden the goat, and he says he feels more at home since he came in out of the cold and joined our Order, which he thinks the best of all. Kind regards to "Hot Tamales," of Denver, for sending that Brother to see Brother Saylor. If you ever come this way, stop and see us.

Brother Ed. Hapenny has been appointed Assistant Station Master of the P. R'y. at Pittsburg. Success to you, Brother Ed., and may you live long and prosper. Brother O'Brien has returned from the sea shore, where he went to pick the winners. Brother Bob Gale has taken a run on the B. & O., but we hope he will soon return to us.

The many railroad boys running out of the Pennsylvania railway station here will always have the kindest regard for our Librarian, A. Lemon, for

the kindness and interest he has taken in our Brothers Barr and Saylor, who are now away for their health, as well as his many kindnesses to all the O. R. C. boys with whom he comes in contact. Long live the noble Order of Railway Conductors. Pittsburg, Pa. C. B. B.

Editor Railway Conductor:

We have been enjoying a short vacation, but our Division boat has now set sail, manned by a gallant captain and crew, for a trip to "Cape Hope." If any of our Brothers wish to enjoy this trip with us, come aboard. A cordial invitation is extended to all. Raise the signal of distress and we will pick you up in passing. Perhaps, by the time we reach our destination, we will have a few passengers who will help us in caring for the wounded at the wreck.

Now, "Cape Hope" is a place of safety, and it has features of interest for all Brothers: First, a beautiful atmosphere; second, a goodly number of inhabitants who are Brother Conductors of a loyal character. They carry the ticket punch, wear new gold buttons, and are ever ready to assist the weary traveler on his journey.

"Cape Hope" has some amusements. One, in particular, is a black and white goat, ever ready to take you for a ride on the boulevard and return. It never tires, and does not make any charges to those patrons. Just move toward this Cape Hope and see if I am not telling you the truth. The goat has never carried more than one passenger at a time, but might possibly be persuaded to take two, if they did not weigh more than a ton. Brother, come and take a ride and I know you will like the dear little fellow and enjoy it so much you will be more than anxious for your friends to do the same. Business hours are from 2:30 to 6 p. m. and the second and fourth Sundays of each month. Following the business are the social hours and then you can hear the bees hum.

But I must say there is one thing lacking to make this complete, and that is a Ladies' Auxiliary. Now, the question is, how are we going to organize one in this little village? I am sure there are as fine residents here as anywhere. Just think how much Brother Drape Stewart might be benefited by such an addition. We are to bear one another's burdens and let us begin at home.

I must not forget the insurance at "Cape Hope": it is the most beneficial of all. Brothers who hold these policies, I beg of you do not fail to pay the assessments. If you are not able to pay, just tell some Brother and let him try to help you out. Let us cling to one another with love, for that is the tie that binds so strong, never to sever. As our voyage has seemed so pleasant to us I hope you all will have a share.

I was glad to read in our October number that grand tribute paid the R. R. Y. M. C. A. everywhere by C. C. I most heartily join him by saying, "God bless the R. R. Y. M. C. A. everywhere." They are doing a grand work in Oswego. This city is proud of her railroad boys. I hope the Brothers will all get interested in this work, as it is the kind we all want, and while you are doing good for someone else you receive a double blessing from God yourself.

With our good natured Chief in the chair, Division 167 resumes its winter's work. There is plenty for all to do who will come. I must not close this letter until I tell Brother Chas. Davis I wish he was moving his family to Oswego instead of Charlotte, Say, Charley, was Drape out to the north woods hunting on his vacation, after those nice deer? I would like some venison. Perhaps he will invite us to dinner some time, now he has returned. Looking prim, isn't he? X. Y. Z. "167."

Oswego, N. Y.



Railway Service—Limited Ticket—Alleged New Contract of Carrier's Agent—Lawful Expulsion

1. A common carrier may, with the knowledge of the passenger, limit the contract for the carriage of the passenger to the day of sale of the ticket.

2. Where a passenger rides on an over-due ticket, and is expelled by the conductor of the carrier, it is not a sufficient defense to prove that some other agent of the carrier told the plaintiff that the ticket was good.

3. When a ticket has expired by its express limitation, no ticket agent of the company can bind the carrier by a new contract, without a new consideration, and any attempt to ride upon such ticket resulting in expulsion upon refusal to pay fare will not render the company liable.

Pennington vs. Illinois Central R'y Co. Ills. C. C., July, 1896.

Carrier—Passengers—Fare—Overcharge by Conductor—Measure of Damages.

Action for damages. Plaintiff applied to a railroad company's agent for a ticket to a certain station. The agent, under the mistaken belief that the train on which plaintiff intended to go would not stop at plaintiff's destination, refused to sell him one. Plaintiff boarded the train, and the conductor, under the rules of the company, collected a small sum in addition to the regular fare, because plaintiff had no ticket. Plaintiff paid it to the conductor under protest, and sued the company for damages. The petition did not allege any grounds for punitive damages, nor did the evidence disclose any. *Held*, that the measure of damages was the difference only between the ticket fare and the amount collected by the conductor.

Courts vs. Louisville & N. R. Co. Ky. C. of App., June 24, 1896.

First Class Limited Ticket—Good Next Day.

One who procures a first class limited ticket, may maintain an action for forcible ejection on taking the cars next day.

Louisville, etc., Ry. Co. vs. Gaines. Ky. S. C., June 24, 1896.

Mutual Benefit and Fraternal Insurance—Assignment—Insurable Interest—Change of Beneficiary.

When a benefit certificate provided that "the beneficiary herein may at any time be changed, at the request in writing of the member above named, on the surrender of the policy, and a new one may be issued on payment of \$1." On the margin of the policy it was noted: "At the request of the holder of this policy, the beneficiary is hereby changed by the substitution of" a certain bank, a creditor, or its successor, "instead of the person therein named," and signed by the association's treasurer. *Held*, (1) That a simple creditor of the member did not have an insurable interest in his life, within the meaning of the policy, and (2) that the marginal notation was without any effect, whatever.

National, etc., Bank vs. Bright and Mass. Ben. Ass'n. Ky. C. of App., June 5, 1896.

Expulsion of Member—Collateral Attack

1. Evidence that at the time of a member's expulsion from a fraternal association he was sick with a fatal disease was inadmissible in an action on the benefit certificate, where the case was not tried on the theory that the order expelled him because he was sick, and for the purpose of avoiding the payment of his certificate.

2. Where the rules of a fraternal association are not contrary to public policy or the laws of the land, the merits of a judgment rendered in accordance therewith by its tribunal will not be inquired into collaterally, when the procedure was not *mala fide* or repugnant to natural justice.

Crook vs. High Court of Independent Foresters. Ill. S. C., June 13, 1896.

Note: It is a rule of court not to interfere with the judgment of the highest tribunal of a fraternal order, unless the injustice or wrong is so palpable as to warrant such interference. Such societies are a law unto themselves so long as their rules are not contrary to public policy or contrary to the spirit of the law.

MENTIONS

Brother M. C. Savage, who has been seen and well known at nearly every session of the Grand Division for a number of years, has retired from railway service and is now the proprietor of the Hotel Wilton, of Sanford, Fla. This house has no bar in connection, and it is hoped that members will assist Brother Savage in making a success of his new venture.

We have a letter from Hon. L. S. Coffin, President of the "Home," inclosing a copy of a letter which he received from a brakeman in Pittsburgh, Pa., who was disabled some three years ago, and who would now like to be admitted to the "Home." He does not belong to any of the organizations whose members support this "Home"; consequently, he is, under the rules, not eligible. Brother Coffin calls attention to the fact that the "Home" is supported by the brotherhoods for their own disabled and needy Brothers, and THE CONDUCTOR is of the opinion that the brotherhoods have all they can well take care of if they look after their own members. We have sympathy for every injured or disabled member of the human family, but we do not believe in extending the benefits of membership in the brotherhoods to those, who, in their days of prosperity, hold aloof from them.

It is stated that a favorite idea of the past and present managers of the Chattanooga Southern Railway will probably be carried out in the near future by the building of an extension of this road from Gadsden to Birmingham, thereby forming a direct competitor with the Alabama Great Southern between Chattanooga and Birmingham.

A great deal has been said in some Canadian papers in criticism of the action of the present management of the Grand Trunk System in bringing to that road officials from the United States who have formerly served under the Grand Trunk's present general manager. On this subject *The Toronto Globe* says:

We cannot raise an agitation on rational grounds against Mr. Hays, or other Americans occupying important positions here without awakening a similar movement against successful Canadians in many parts of the United States. It is not unnatural that the new general manager should desire, in a few important positions, men with whose qualifications and methods he is personally familiar. That may necessitate a few removals, which, however much they may be regretted, are unavoidable accompaniments of change in management. But if there should be a tendency to discharge ordinary employes of the road and men en-

gaged in clerical work, that their places may be filled by Americans, such line of policy would be naturally and justly resented by Canadian people.

The agent of the New England Railroad at River Point Station had a large bull dog, in whose ability to guard the station he had great confidence. Several houses in that neighborhood were recently entered by burglars, who finally entered the railroad station and didn't do a thing but steal the bull dog.

The American Loan and Trust Company has filed its application for permission to foreclose and sell the Oregon Short Line and Utah Northern Railroad. This is virtually the first important step taken looking to the sale of the Short Line and its divorce from the Union Pacific System. It is asserted that the date for the Short Line leaving the Union Pacific is set for January 1. — *The Pittsburg Post*.

Brother Ed. Lennon, of Division 322, late of the L. & N. Railway, has opened a confectionery and restaurant business in Covington, Ky., where we hope he will score a complete success.

Brother T. R. Mayfield, of Division 107, has embarked in the grocery business at Covington, Ky., and THE CONDUCTOR hopes that he may have all the business that he wants, and that his undertaking will prove satisfactory as well as a financial success.

The Stuyvesant docks at New Orleans, built by the Illinois Central at the head of one of the city's broadest avenues, together with a million bushel elevator, capable of loading four large ships at once, were dedicated to-day. Governor Foster came from the capital to participate. A feature of the ceremonies was the sailing of the steamship Louisiana, of the West India line, with a cargo of Kansas City beef. — *Kansas City Star*.

It is rumored that, as a result of the recent deal between the Illinois Central and the Big Four, by which the Illinois Central's Chicago & St. Louis train goes over the Big Four instead of the Vandalia, the Pennsylvania has sought a Chicago and St. Louis line and that arrangements have been made to get the same via the Chicago & Eastern Illinois Railway, a new line to be built from Altamont to Shelbyville for this purpose.

The New York World is authority for the statement that President Baldwin, of the Long Island Railroad, is considering the advisability of using electricity as a motive power on that road; also that the subject of terminals is being carefully considered, with a view to bringing the Brooklyn terminus nearer to the river front and to bring the road directly into New York by way of a bridge to take the place of the East River ferry.

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We learn from a Kansas City paper that the Chicago, Milwaukee & St. Paul Railway has abandoned its Division station at Chillicothe, Mo., and that crews will be run through between Kansas City and Ottumwa.

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The Michigan Central Railway is equipping its line between Detroit and Chicago with the Hall Block System.

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The Chicago, Milwaukee & St. Paul Company spent last year in increasing their rolling stock, \$387,815. Of this, \$264,000 was principally expended in equipping cars with automatic brakes, automatic couplers and grab irons, in accordance with the United States law. This company now has very few cars not equipped with grab irons and are equipping about four hundred cars per month with couplers and two hundred and fifty cars with air brakes. If this same degree of activity in this connection is indulged in by other railroad companies, the time will soon arrive when these safety appliances will be, as they ought to be, universally used.

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Henry C. Caldwell, United States Circuit Judge, whose name is a familiar one to all railway employes, in answer to a question as to whether he would order an investigation if a complaint was made that an employe of the receiver under his jurisdiction has dismissed an employe for political reasons, said:

I would order an investigation of a complaint that an employe of the court had been discharged for political reasons, and if the complaint, upon investigation, appeared to be well founded, I would at once order the dismissal of every receiver, general manager or other officer or employe of the court having anything to do with discharging or threatening to discharge employes for political reasons. And it would be sufficient ground for removing the receiver or general manager if they had reason to believe that such unlawful coercion was being practiced or threatened by any of their subordinate officers or employes, and took no step to investigate and suppress it.

The foundation stone of the republic is the free suffrage of the citizens. It is the constitutional right of every legal voter to vote as he pleases. Any interference with this fundamental right of the citizen by a court would be a high crime, deserving impeachment, and any employe of the court who attempts to coerce other employes of the court to vote otherwise than according to their own judgment and free choice, by threats of discharging them from the service of the court or by the use of any other illegal means, would merit and would receive instant dismissal from the service of the court without regard to his rank or position.

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A well attended, very pleasant and profitable union meeting of the five railroad brotherhoods was held at Wellsville, Ohio, Sunday, November 1st. Public meetings were held at which there was a large attendance, only limited by the ca-

capacity of the hall, and which were addressed by Brothers Arthur, of the B. L. E., Hannabam, of the B. L. F., Dodge, of the B. R. T., and Wilkins, of our Order. Two ministers, train master and assistant train master also delivered addresses. The program was pleasantly interspersed with vocal and instrumental music. A special train was run from Cleveland, and everyone present at the meeting felt that their time had been well and profitably spent.

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If the average railroad man were asked what state had the greatest number of miles of railroad of any in the union, there are probably not very many who would be able to return a correct reply. Illinois carries off the palm, having 10,600 miles. Pennsylvania is second, with 9,666 miles, and Texas third, with 9,223 miles. New York has 8,078 miles; Ohio, 8,599 miles; Indiana 6,295 miles, while Rhode Island, with the smallest railroad mileage of any state, has 221 miles.

**

American railroads use twice as many locomotives on the same number of miles of track as do the British roads. This is accounted for by the much larger volume of freight business on the American roads. It is computed that in the last year the American roads moved 743,000,000 tons of freight, and the year previous to that they moved 700,477,000 tons. In an average year the railroads in Great Britain move 220,000,000 tons of freight.

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Brother N. J. Bell, of Division 139, has written up his experiences in railroad service, under the title of "Railroad Recollections for over Thirty-eight Years." The book is a recitation of his personal experiences, and being in the southern states prior to, and during the civil war, they are very interesting. They are told by a practical man in such a way as to make them readable to practical men. The book is in pamphlet form and Brother Bell, whose address is Cleveland, Tenn., will be very glad to furnish any desired information relative thereto.

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The report of the Burlington, Cedar Rapids & Northern R'y Co., filed with the Iowa Railroad Commission, shows their gross income for 1896 to have been \$1,155,483 greater than in 1895, and their net income shows an increase for the same period of \$525,527.

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At a meeting recently held in St. Louis, the International Brotherhood of Railway Track Foremen of America and the Independent Brotherhood of Trackmen were amalgamated, and the association will hereafter be known as the Brotherhood of Railway Trackmen of America. The CONDUCTOR wishes the association a long life of success and usefulness.

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The Rutland Railroad has lately been taken out of the hands of the Central Vermont. An engine of the Central Vermont Road undertook to haul two car loads of machinery from the Rutland Road repair shops, early one morning, not long since. The Rutland people discovering this

just in time, coupled an engine on to the other end of the two cars, and, having the more powerful engine, were slowly but gradually hauling the cars, Central Vermont engine and all toward Rutland. The Central Railroad employes, however, reversing their engine, got the slack, the pin was pulled behind the Rutland engine and the Central Vermont is for the time, at least, in possession of the cars.

Division 14 has changed headquarters from the old room in the city hall to K. of P. Temple, on Huron street. The members now feel that they have the finest rooms in the state, and cordially invite all visiting Brothers to call and say whether or not their judgment is good.

The old superstition about the unlucky No. 13 is exploded. On a Pittsburg road the other day engine 13 with 13 cars, hauling train 13, came in 13 minutes late, without an accident.—*Pittsburg Post*.

Plans for the re-organization of the Philadelphia & Reading Railroad are about completed, and it is expected that the property will be formally surrendered by the receivers on December 1. The coal and iron company will be severed from the railroad company, and the Philadelphia & Reading Railroad Company will operate under a new charter, which will bring the company within the provisions of the new constitution of Pennsylvania and greatly curtail the powers heretofore held by this corporation.

The members of Division 58, of the Order, and of Division 37, of the Ladies' Auxiliary, were entertained on the evening of October 22d by Mrs. Clancy, wife of the G. S. & T., and Mrs. Clark, wife of the G. C. C.

The Grand Chief Conductor has received a letter from the office of the Secretary of State at Washington, conveying the information, furnished by the United States Consul at Piedras Negras, Mexico, that Brother J. W. McCarthy, whose imprisonment in that country was noted in our October number, has been acquitted of the charge against him, and, of course, set free.

A new Jersey man has secured a judgment for \$51,527.05 for personal injuries in a damage suit against a railway. The *Boston Globe* suggests that the railway managers must be almost sorry that they did not kill the man outright, as it would have been a good deal cheaper.

The Secretary of Division 116 desires the present addresses of Brothers W. B. Henderson and Chas. T. Moore, of that Division.

"The Flyer," run by the Santa Fe between Chicago and southern California points, became so popular last winter that the company has put the train on again, scheduling its first trip for this season November 4th. This fast train will not run daily this season, but will leave Chicago

on Wednesdays and Saturdays, at six o'clock p. m., will arrive at Los Angeles at six o'clock p. m. on the third day, making the running time seventy-two hours, which is the same as that made last year. On the east bound trip "The Flyer" will arrive at Chicago on Mondays and Thursdays.

The Brown system of discipline without punishment is rapidly growing in favor, its latest convert being the Terminal Railroad Association, of St. Louis. Under the plan as adopted by the association 65 demerit marks will be required to secure the dismissal of an employe, while a credit of ten marks will be given for every six months of service without fault.

The subject of track elevation in the city of Allegheny, Pa., is under consideration at the hands of the chamber of commerce, city council and railroad companies interested, and something definite will undoubtedly result.

Fast freight service on the "Big Four" has proven so satisfactory and profitable that the company has decided to put on two more fast, preferred trains to the east.

It is reported that the management of the "Frisco" has decided that a line into Kansas City would be profitable, and it is asserted that such line will be built in the near future.

The members of Division 318 and of the B. of L. E. division in their city, have purchased a good brick building with a hall, and are now fitted out with quarters of which they may well be proud. They extend a cordial invitation to all visiting Brothers to call and see them in their new home.

Word reached this office on the 29th ult. of the death of Brother E. H. Belknap, during the morning of that day, at the family home in Galesburg, Ill. Deceased was one of the best known and most highly regarded of our members, having held the offices of Grand Junior Conductor, Assistant Grand Chief Conductor, beside serving as a member of the Board of Trustees. During the session of the Grand Division at Denver in 1889 he was elected Editor of THE CONDUCTOR, and held that office until the following May, when he suffered the stroke of paralysis which finally resulted in his death. Brother Belknap was an able and zealous supporter of the Order, and his loss will be sincerely mourned by the entire membership.

J. G. Pinkerton, master of transportation of the Kansas City, Memphis & Birmingham Railroad, while a passenger on one of the trains of that line, requested to be awakened during the night so that he might see a certain station agent. He got up, stepped out and transacted his business with the agent, told the conductor that he was ready, the train started, Mr. Pinkerton undertook to board it, fell, was thrown under the wheels, and in ten minutes was dead.

A union meeting of the railroad brotherhoods was held at Osawatimie, Kas., on October 15 and 16. Brother Scow has described it quite fully in his communication in the Fraternal Department. The Grand Officers present were Brothers Arthur, Maier, Dodge, Auston and Garretson. At the first afternoon meeting an address of welcome was delivered by the mayor of the city, prayer was offered by Rev. White, and addresses were delivered by Brothers Auston and Arthur and by Judge Myers. At the evening meeting addresses were delivered by Brothers Dodge, Garretson and Arthur. On the second afternoon, addresses were delivered by Brothers Maier, Garretson, Dodge and Arthur. In the evening of the second day a very handsome banquet was given by the citizens of Osawatimie.

Of the afternoon session of the second day, *The Kansas City Times* said:

The afternoon session today was as interesting as could be throughout. A fine audience, splendid music and speaking. T. R. Dodge, J. R. T. Auston, A. B. Garretson and Chief Arthur each spoke along pretty much the same lines as heretofore and all more than pleased the railroad boys and the audience by their eloquent talks. The meeting closed tonight with a grand complimentary banquet at the railroad eating house, tendered the visitors and local members of the orders by the citizens of Osawatimie.

Is it not easily possible to transact all of the business that can reasonably come before a meeting of this kind in one day, and is it not really better and more satisfactory to arrange for but one day's meeting?

Upon representations made by Receiver Pierce, of the Clover Leaf Line, Judge Ricks, of the United States Circuit Court, at Cleveland, recently issued an order restraining the Lake Shore, Nickel Plate, Michigan Central and other roads from putting in force a boycott against that line. At the time of the Ann Arbor strike, the engineers and firemen on connecting lines were restrained from declaring or carrying on a boycott. If that was good law for the employees, why isn't it good law now for the companies?

It is stated that H. N. Flagler contemplates building a railroad from Florida Keys to Key West, thereby bringing the city of Havana one hundred miles nearer to New York than by any route now in existence.

The Boston & Maine Railroad is doing a very heavy freight business, and one day recently, in addition to immense amounts of other freight, brought into Boston 13,000 barrels of apples, 12,000 bushels of potatoes, and 11,000 packages of butter.

The Capital, of Topeka, Kas., is authority for the statement that the Santa Fe has practically decided upon building a new line in Oklahoma, from Perry to Stillwater, a distance of twenty-five miles, but that work on same will not be begun before next spring.

The Sixteenth Annual Convention of the American Federation of Labor will be held in Odd Fellows' Temple, Cincinnati, Ohio, commencing Monday, December 14, and continuing

until the business of the convention shall be concluded. The officers and executive council have issued circular call to affiliated unions for this convention and strongly urge a full attendance of representatives.

The Pittsburg Dispatch for October 28, in connection with the statement that a secret ballot of the membership of the Brotherhood of Locomotive Engineers had been made for the purpose of ascertaining their political preferences, said: "This inference is supported by the fact that the Order of Railway Conductors is being polled secretly upon the same issue. Whether the results of these canvasses will be officially made public is not known, but it is not believed they will." No one knows better than the members of the Order that there is not one word of truth in this statement in so far as it applies to our Order, and the originator of the report must have been seeking something sensational, or it must be put down as a common, every-four-year, campaign lie.

We have received from Flanner's Music House, Milwaukee, a new song, "I can Forgive, but not Forget," by Simonson. It is a beautiful ballad on the same order as "Say Au Revoir." Also a piano piece, "Bachelor Waltz," by Carmichael.

The Secretary of Division 283 would like the address of Brother J. D. Adams, of that Division.

Brother John D. King, of Division 92, has lost his pocketbook containing some money and Division card 8263. If found forward to Brother King, Commercial Hotel, Jonesboro, Ark.

Within three months conductors employed on roads embraced in the Western Passenger Association have taken up one hundred and forty-seven mileage books, offered for transportation by passengers other than the purchaser of the book. Every person who thus undertakes to use a mileage book is guilty of misrepresentation, and this condition goes to prove much that has frequently been said relative to the deception and fraud that are necessary adjuncts to the ticket scalping business.

Many members do not wish to have their CONDUCTOR and their insurance receipts sent to the same address; hence all should understand that an order to change the insurance address can not be taken as an order to change the CONDUCTOR address, unless it so specifies. The insurance and THE CONDUCTOR are separate departments, and members must specify what addresses they want changed. If members directing changes made will kindly give the number of their Division with their signature they will greatly accommodate us, and, at times, prevent mistakes from duplication of names.

The construction of the Butler & Pittsburg Railroad is a very important undertaking. The road is being built in almost an air line from

Pittsburg to the Allegheny River, some very heavy work is being done in grading, three thousand laborers are at present employed on this line and the work is being pushed as rapidly as possible. J. T. Odell, formerly general manager of the Northern Pacific Railroad, and later, general manager of the B. & O. Co., and still later vice president of the New England Railroad, is president of this company.

The St. Paul papers report the organization of Como Division of the Ladies' Auxiliary to the O. R. C. in that city on October 18. Brothers Condit and Goss, Chief Conductor and Secretary of Division 40, O. R. C., assisted, and Brother Condit is credited with having named the new member of the family.

The Semering Railway, connecting Vienna with the Mediterranean at Trieste, was the first mountain railway built. Work on it was commenced in 1848, and the line was completed and opened in 1854. It has a tunnel 1562 yards long, the grades vary from one in forty-five to one in forty-seven. The Mont Cenis line was completed in 1867. The Mt. Washington, the first American mountain railway, was opened in 1869.

The Republic of Mexico has now seven thousand miles of railroads in good physical condition.

The Lake Shore & Michigan Southern Railway has recently put on a fast horse express train, scheduled from Chicago to Buffalo, five hundred and forty miles in nineteen hours.

The United States Construction Co. has been organized in Georgia for the purpose of building and equipping railroads, the principal object being the construction of the Tennessee, Georgia & Atlantic Railway between Augusta, Ga., and Chattanooga, Tenn.

The forty-ninth annual report of the directors of the Louisville & Nashville Railroad, submitted to the stockholders, shows a prosperous condition. Total mileage operated, 4864 miles; operating expenses, 66.23 per cent of the gross earnings; gross income, \$7,319,876.83; net income for the year, \$1,377,503.45. The old directors and officers were re-elected.

The Chicago, Milwaukee & St. Paul Railroad company believe in keeping pace with the times. They are at present building new cabooses and each have three Pullman sleeping car sections, a wash stand, a mirror and other conveniences. The interior of the cars will be grained and the seats will be of oak and arranged like the seats of a sleeping car. The cars are built for the special use of stockmen accompanying shipments of cattle. The first one of the thirty which are being constructed was finished today.—*Racine (Wis.) Journal*.

An underground railway company has been incorporated in New York, which proposes, by

the building of underground railways, to further relieve the crowded streets. It is said that enough moneyed men are interested in the scheme to insure its success.

It is reported that the Pennsylvania Co. have prepared plans for extending their lines in Maryland and southern Pennsylvania far enough to necessitate the expenditure of a large amount of money and to give employment to a large number of men. One of these contemplated extensions is that of what is known as the York Southern Railway.

The work of laying four tracks through the city of Stamford, Conn., by the New York, New Haven & Hartford Railroad, is about half completed, and including the stations, it is estimated that on this work two million dollars has already been expended.

New York City Division 54 will suspend their regular meeting of November 26, on account of that day being Thanksgiving day.

Brother Thos. McBee, delegate of Division 318 and member of Committee on Insurance Appeals in the last Grand Division, will be well and favorably remembered by all members of that body. A letter from him for THE CONDUCTOR, too late for insertion, concludes as follows:

"The writer, though no longer in railroad service, is as good an O. R. C. man as he was before he left the service, and attends the meetings of the Division whenever it is possible, and desires to send greetings to the many friends he made at the last session of the Grand Division in Atlanta."

"The Home" acknowledges the following donations for the month of October, 1896:

ORDER RAILWAY CONDUCTORS.

DIV.	AMT.	DIV.	AMT.
13.....	\$ 6 00	171.....	\$ 7 00
18.....	2 25	229.....	1 00
44.....	10 00	295.....	1 00
64.....	10 00	306.....	2 00
87.....	3 00	314.....	12 00
96.....	75	324.....	19 50
100.....	3 00	351.....	3 00
154.....	12 00	368.....	3 00
169.....	2 00		

Total—O. R. C. \$97 50

L. A. TO O. R. C.

39.....	\$ 4 30	76.....	\$21 45
44.....	1 13	85.....	7 50
68.....	5 00	90.....	2 25
72.....	5 00		

Total—L. A. to O. R. C. \$ 46 73

Total—O. R. C. and L. A.	\$144 23
.. B. R. T.	152 81
.. B. L. E.	126 50
.. B. L. F.	83 09
.. G. I. A. to B. L. E.	50 13
.. L. A. to B. R. T.	58 35
.. L. A. to B. L. F.	5 00
.. Personals	2 00

Grand Total.....\$622 71

From a lady in Boston, two handsome comforters.
F. M. INGALLS, Sec'y.

Robert Neilson, general superintendent of the Northern Central Railway and the Philadelphia & Erie Railway, died at his home in Williamsport, Pa., October 12.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessment No. 316; Issued Nov. 1, 1896; Time for payment expires Dec. 31, 1896.

Assessment No. 316 is for death of J. H. Mackey, October 20, 1896; and all members whose certificates are dated earlier than October 20, 1896, are liable for same.

BENEFITS PAID FROM SEPTEMBER 21 TO OCTOBER 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series	FOR	AMT
1081	R. B. Gibbons	Pneumonia	47	3022	A	Death	\$1,000
1082	F. S. Gates	Railroad accident	32	3685	A	Death	1,000
1083	W. T. Elliott	Tetanus	53	205	D	Death	4,000
1084	G. P. Nichols	Bright's Disease	196	1293	B	Death	2,000
1085	E. L. Whiteman	Accident	272	2148	B	Death	2,000
1086	M. Flanagan	Paresis	190	3770	C	Death	3,000
1087	E. M. Gray	Railroad accident	249	3657	A	Death	1,000
1088	H. Keller	Heart Failure	143	3149	C	Death	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,750; Series B, 3,453; Series C, 4,710; Series D, 424; Series E, 72. Amount of assessment No. 316, \$28,842; Total number of members, 14,419.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Sept. 30, 1896.....	\$2,471.99	10
Received on Expense Assessments to Sept. 30, 1896.....	50.72	30
Received on Applications, etc., to Sept. 30, 1896.....	35.75	15
	\$2,558.46	55

Total amount of benefits paid to Sept. 30, 1896.....	\$2,414.86	00
Expenses paid and assessments returned to Sept. 30, 1896.....	82.40	24
Insurance cash on hand Sept. 30, 1896.....	61.19	31

EXPENSES PAID DURING SEPTEMBER.

Fees returned, \$12.00; Incidental expense, \$4.50; Stationery and printing, \$210.75; Postage, \$246.50; Salary, \$331.66; Expense Ins. Com., \$21.65; Total, \$827.06.

Received on Assessment No. 313 to Oct. 20.....	\$27,678	60
Received on Assessment No. 314 to Oct. 20.....	13,993	50
Received on Assessment No. 315 to Oct. 20.....	4,993	10
Received on Assessment No. 316 to Oct. 20.....	1,684	50

M. CLANCY, Secretary.



OBITUARY

Boyer.

Brother Richard Boyer, of Division 223, lost his life while in the performance of his duty, September 25, last. He fell from his caboose and the wheels passed over his body causing almost instant death. A wife and six children are left to mourn his loss. Bro. Boyer took service with the B. & O. Co. in 1856, and has been a faithful and trustworthy employee, leaving many friends to mourn his untimely taking off. He made application for membership in the Mutual Benefit Department, but was rejected for causes unknown, and leaves a dependent family to battle with the storms of life, as he was their only support.

Flannagan.

The charter of Division 190 is draped in mourning in memory of Bro. Wm. Flannagan. Deceased was held in high regard both by the members of his Division, and by a wide circle of friends outside the Order, and his death was very generally mourned. The condolences of the Division were conveyed by resolution to the members of the stricken family.

Perkins.

The members of Division 164 were recently greatly grieved by the announcement of the death of the beloved wife of Bro. Wm. Perkins. But a short time before, one of his little children had been called away, and this made the second affliction doubly grievous. Knowing full well how weak words are at such a time, the Brothers sent to the bereaved husband and his four motherless little ones, assurance that their hearts were with them in this dark hour.

Wilber.

At a regular meeting of Division 209, held September 14, last, resolutions were adopted extending to Bro. J. B. Wilber and family, the heartfelt sympathy of the members in the great affliction that had come to them through the death of the beloved wife and mother.

Burns.

The sympathy of the members of Division 209 is with Bro. J. J. Burns, who recently lost his wife by death. Mrs. Burns had just returned from a visit with her husband to South America. Immediately following the return her health began to fail and death soon ensued. She was very popular in christian, charity and society circles, and was loved and honored by all who knew her.

Mottar.

Division 11 has been called upon to mourn the death of one of its honored and beloved members, Bro. T. R. Mottar, who died at Kansas City, September 8, last. The Brothers will remember deceased as one whose white light ever shone brightest in acts of kindness and

charity. The sympathy of the Division has been extended the family in their deep bereavement. Thus another has completed his life trip and has gone to accept a higher position under Him whose kindly care is over us all here below.

Boylan.

At a recent meeting of Division 224, resolutions were adopted, expressing the sympathy of the members with Bro. F. J. Boylan in the death of his mother, who was called to her final reward on September 26, last, after an extended illness.

Legerton

Bro. C. W. Legerton, of Division 334, died at the family home in Atlanta, Ga., on September 10, last. Deceased was a loyal and devoted member of the Order, a true friend and an upright citizen. He is especially mourned by the members of his Division, to whom he was endeared by life-long associations, and their heart sympathies are with the widow and the fatherless children in their great sorrow

Bradburn.

Brother Frank E. Bradbury of Division 371 died at Helena, Mont., on the morning of the 8th inst., after a lingering illness of two years' duration. The funeral was held on the 10th under the auspices of the Masonic fraternity and was attended by a large number of the Brothers. A wife and little daughter are left desolate and to them will go the sincere sympathy of all.

O'Brien.

Brother J. L. O'Brien, of Division 27, died at the home in Hamilton, Ont., September 28, last, after an illness of eight days' duration. He had served the H. & N. W. R'y as conductor for the past sixteen years, and his loss will be felt all along the line, as he had a host of friends at every station. He was a manly man, a hard worker for the Order and for his Division, and his death leaves a vacancy which will long be felt. Those Brothers who have met him at Grand Division meetings for the past ten years will all feel that they have suffered a personal loss in his death. Three brothers, and a sister are left, and to them will go out the especial sympathy of all who knew him in life.

Jessup.

At the regular meeting of Division 155, held October 18, last, resolutions were adopted expressing the high esteem and respect in which the members held their deceased Brother, Louis T. Jessup. Touching tribute was also paid to the many manly attributes which made Brother Jessup so popular, not only with the members of the Order, but with all to whom he was known in life, and the sincere sympathy of all was extended the family, who must suffer most severely from his loss.

OBITUARY.

Hennig.

Brother H. A. Hennig, of Division 303, died at his late residence in Huntingburg, Ind., October 2, last, after a lingering illness. He had twice tried the climate of Colorado and New Mexico in the hope that it might improve his health, and the members of his Division desire to extend their thanks to Divisions 247 and 287 for the Brotherly attentions shown him while in their care. Brother Hennig united with the Order in 1887, and was ever an ardent and faithful member. His manly character and sunny disposition won for him many friends to all of whom his death brought a personal sorrow, and all unite in extending condolences to the sorrowing wife and family. The funeral was held at New Albany, Ind., on the Sunday following the death, and was under the auspices of the Order, assisted by members of the K. of P., and the K. of H. The unusually large attendance attested to the respect in which deceased was held where best known.

Gray.

For the second time this year the Charter of Division 349 is draped in mourning in memory of an esteemed and beloved Brother, E. M. Gray, who met his death while in discharge of his duties on September 15, 1890. In getting off his train he slipped and fell, striking his head and causing almost instant death. He leaves a loving wife to mourn his untimely death to whom the members of the Division extend their sympathies. The remains were shipped to his late home, at Cape Vincent, N. Y., for burial. Brother Gray was also a member of the Masonic fraternity, and was buried under the auspices of that order.

Pfeiger.

The home of Brother Pfeiger, of Division 329, has been bereft by the death of his beloved wife, who was called to her final reward October, last. At a subsequent meeting of the Division resolutions were adopted conveying the condolence of members to Brother Pfeiger, and the hope that time may lighten the burden of grief now so heavy upon him. A lovely selection of floral tributes was presented by Division 329.

Belknap.

Brother Erwin H. Belknap died October 29, last, at his home in Galesburg, Ill., after an illness of six and one-half years.

July 25, 1883, Brother Belknap, with forty-six other conductors, organized Galesburg Division, No. 83, of which he was elected the first Chief Conductor. He also represented the Division at the sixteenth session of the Grand Division, held at Kansas City, in the same year, when he was elected Grand Junior Conductor, and also appointed Associate Editor of the *Railway Conductors' Monthly*. At the seventeenth session, held at Boston in 1884, he was elected Assistant Grand Chief Conductor. At the eighteenth session, held in Louisville, Kentucky, he was elected a member of the Executive Committee for a term of three years. At the twenty-first session, held at Denver in 1889, he was elected Editor of *THE RAILWAY CONDUCTOR* and served in this position until May 18, 1890, when he was prostrated with paralysis, and was an invalid up to the time of his death.

When in health Brother Belknap was a very ardent worker for the Order, and was highly esteemed by all who knew him. The funeral was held under the auspices of Division 83, and was well attended by the members and other

friends. The remains were taken to Oneida, Ill., for burial.

Kelley.

The ranks of Division 85 have been broken by the death of Brother J. J. Kelley, one of its most active and effective members. At a meeting of the Division held on October 18, last, the members gave formal expression to their grief at his loss, and conveyed to the sorrowing family their heartfelt condolences.

Staples.

We are called upon to announce the death of Brother W. S. Staples, of Division 205. This sad event occurred at his late residence in Norfolk, Va., on September 19, last, and was caused by typhoid fever. In this death the bereaved family loses a kind and loving husband and father, the Order an honored member, and the company a faithful servant. No man need be ashamed of the name he leaves and his manly character and unostentatious goodness will long be held in cherished memory by all who knew him. Resolutions of respect were placed on the minutes of his Division at a recent meeting. Truly has a good man's soul returned to the God who gave it. May he rest from his labors.

Depew.

Brother Bert Depew, of Division 138, was killed on the morning of November 3 at Albion, Ind., a short distance from his home in Garrett, of that same state. Brother Depew had been visiting some relatives and friends in Albion, and in attempting to catch a train to return home, fell under the wheels and was instantly killed. He was liked wherever known and will be greatly missed by a wide circle of friends. A wife, father, sister and two brothers are left to mourn his loss. He was also a member of the I. O. O. F., and the funeral was conducted by that organization, assisted by the O. R. C. Resolutions expressive of the sorrow of his Brothers and their sympathies with the bereaved family were passed at a special meeting of the Division. The members of Division 30 of the L. A. also sent their heart sympathies to their sorrowing Sister. Brother Depew held a policy in the Mutual Benefit Department.

Anderson.

On October 23, last, the home of Brother W. A. Anderson, of Division 73, was desolated by the death of his beloved wife. At a subsequent meeting the members of his Division made suitable expression of their sorrow at the great trouble that had come into his life.

Bresnahan.

The members of Division 372 have been called upon to suffer a severe loss in the death of their first Chief Conductor, J. J. Bresnahan. A short time since he was called to Asheville, N. C., to take the place of yardmaster, which he was filling with credit to himself and the Order, and making friends of all he met, when he was stricken down. Both himself and wife were shown every courtesy by the members of Division 318. Brother J. F. Spaugaugh, a pioneer of that Division, accompanied the widow and the remains to the home in Parma, Mich., with instructions from the Division to do everything possible to make the trip comfortable for the sorrow-stricken wife. Superintendent P. I. Wells seemed to highly appreciate the efforts made by the Brothers, and did everything in his power in securing transportation and otherwise showing respect to our dead Brother.



W. V. POWELL.
Grand Chief, Order Railroad Telegraphers.



EDWARD T. JEFFERY,
President Denver & Rio Grande Railroad Company.

THE RAILWAY CONDUCTOR.

VOL. XIII. CEDAR RAPIDS, IOWA, DECEMBER, 1896. NO. 12

EDWARD T. JEFFERY,

PRESIDENT DENVER & RIO GRANDE RAILROAD COMPANY.

The subject of this sketch, through a life time spent in railway service, has risen from the position of office boy through the various grades of railway work to the presidency of one of the most remarkable railroads of the country, and through unaided effort and hard work, manly qualities and a broad, vigorous, self instructed mind, has wrought out for himself a foremost place as a railway manager and as a man amongst men.

Mr. Jeffery was born in Liverpool, England, April 6, 1843, but came to the United States at an early age, and at thirteen years of age entered the service of the Illinois Central Railroad Company at Chicago, as an office-boy in the mechanical department. This enabled him to study mechanics, of which opportunity he availed himself, and soon entered the machine shops of that road as an apprentice, in which position he acquired a practical knowledge of machinery and also of mechanical drawing. In 1863 he was mechanical draughtsman and secretary to the superintendent of machinery of the Illinois Central; on February 1, 1871, he was appointed assistant superintendent of machinery of the same road; on May 4, 1877, general superintendent, and on December 15, 1885, general manager, which position he resigned on September 2, 1889.

During this period of thirty-three years, by hard study, perseverance and force of character, combined with executive ability, the boy, without influence, occupying the most subordinate position, rose to the control and management of a vast railroad system stretching from the great lakes to the gulf, and traversing eight states of the union.

The ability with which he managed the property

intrusted to him, and harmonized and promoted the diversified interests of the communities contiguous to and dependent upon the railway, is evidenced by the business success of the Illinois Central Railroad, and the high estimation in which he was held by the patrons of the line and the employes who worked under him.

Mr Jeffery was not long permitted to enjoy the needed rest which caused the severance of his connection with the Illinois Central Railroad, for in the fall of 1889, having taken active interest in the project of holding a World's Fair in Chicago, he was selected by the citizen's committee to go to Europe as commissioner from Chicago to study the Paris Exposition, then in progress. His report, the result of two months' observation, was most comprehensive and satisfactory and of material assistance in the organization and the successful carrying out of the similar undertaking in Chicago. As a member of the board of directors of the Chicago World's Fair, and as chairman of the committee on grounds and buildings, he rendered most valuable service in the conception of and in carrying out the plans for the magnificent success that attended the greatest exposition ever held.

On October 1, 1891, he moved from Chicago to Denver to assume the presidency and active management of the Denver & Rio Grande Railroad, and the result of his able management is magnificently attested in the fact that this railroad, ramifying through the Rocky Mountains, on heavy grades with sharp curvatures, and through a sparsely settled country, has passed through the unprecedented panic of the past three years without embarrassment, and is today stronger and in better condition physically than ever.

Coming from the ranks of workingmen, and always considering himself a worker, he sympathized in all that pertained to the welfare of the employes under him, and his high sense of justice and fair dealing endeared him to all, and while a strict disciplinarian, these qualities of heart and mind enlisted absolute confidence in him from the employes.

His human sympathies and thoughtful mind have given him the power of clear and right per-

ception of things, and his influence for peace and harmony has been exerted with good results in trying circumstances affecting the welfare of our citizens, and particularly as between employers and employes, he has been instrumental in bringing about a better understanding between them, a higher regard for the rights of each other, and confidence based upon the mutuality of their interests.

TENNESSEE'S CENTENNIAL.

Nashville, Tennessee, will be the scene, this coming year, of one of the most important and interesting celebrations in the entire history of the nation. One hundred years ago the first day of last June what was then known as Cherokee Territory, now Tennessee, was admitted to the Union, it being the third to be added to the thirteen original states. It was the first of the new states taken from territory that had not been previously claimed by some other of the states. Vermont and Kentucky had been the first and second additions, but as Tennessee was taken from the land which had previously belonged to the Cherokee Indians, many claim that



J. W. THOMAS, PRESIDENT TENNESSEE CENTENNIAL.

it was the first real enlargement of the boundaries of the country. It is not known just when the discussion as to the advisability of celebrating this notable event began, or who commenced it, there are many claimants for the honor, but as soon as a definite proposition was made it met with a ready and generous response from the people of the entire state. The business men and residents of the capital city readily subscribed \$400,000 for the carrying out of the plan which was outlined at the congress held for the purpose in June of '93. The rest of the state met this generous advance in a like spirit. The legislature came to the rescue with enabling acts and other means of assistance, the counties made liberal appropri-

tions for their individual exhibits and for the general exposition, and the people of all classes and conditions, with a generosity seldom seen, handed in their mites and pledged their best to the full success of the plan. In this unanimous and heart-whole support is to be found the strength of the undertaking, and with it there was never any possibility of failure. There was nothing mercenary in the spirit which prompted this action. Vermont and Kentucky had passed by the golden opportunity for commemorating in some fitting manner their admission to the sisterhood of states, but the fires had never been allowed to grow dim upon the altars of patriotism in the temples of Tennessee, and her people gave glad welcome to the occasion for expressing the gratitude and loyalty of a state of which these sentiments had always been eminently characteristic. This determination was no more than in full keeping with the temper of that people, and such as their entire history bears out. Accordingly, late in 1895, the work of preparation was taken up in earnest, and so thoroughly were all the preliminaries arranged, and so zealous were all the workers, that by the first of the following June they were ready to commemorate the true centennial on exposition grounds which, even then, were a veritable marvel of beauty. This was done with an elaborate

ceremonial and program of two days' duration, all so imposing in character as to make the inaugural one of the memorable events of the year throughout the civilized world. The work of preparation was then taken up anew and is now being pushed with a view to having everything in full readiness for the opening of the exposition to the world on the first of next May. Indeed, the managers are under pledge to have the buildings completed for the reception of exhibits by the first of January, next, and there is now no question of their keeping that pledge with time to spare.

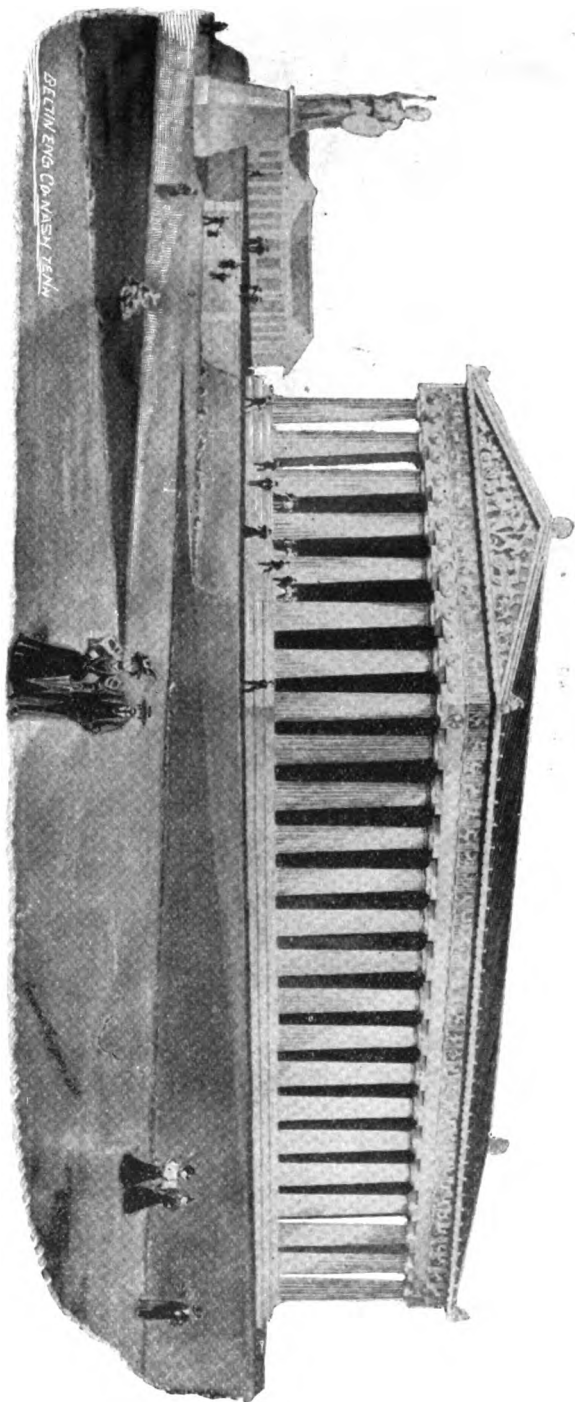
If any further proof were needed, the action already taken by the people of Tennessee shows that so important an undertaking could not have been given into better hands, but they have always been noted for such patriotic and public spirited works. They have always felt an honest pride in the name of the "Volunteer State," and the part taken by its hardy sons in every time of national trouble, during the war of the Revolution and since, gives full proof of title to the appellation. The state is full of points of historic interest connected with the growth of this country, from the days of the earliest settlement west of the Alleghanies down to the present time, and no visitor need fear a want of those scenes and associations which form the chief charm of travel. It would be difficult to overestimate the importance of the battle of King's Mountain to the cause of the colonists, and the mountains of Tennessee furnished many of the stalwart sons who there did such yeoman's service in the cause of freedom.

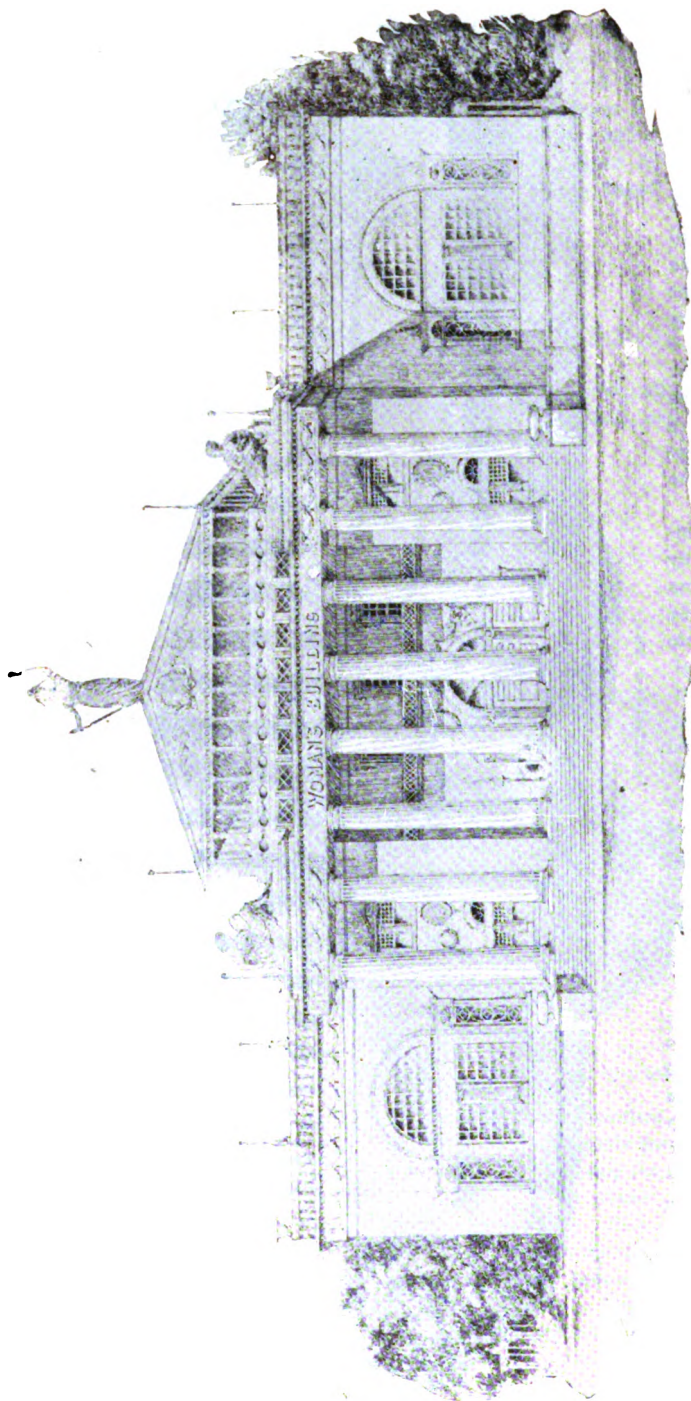
Then it was the Tennessee "Volunteers" under the lead of Jackson that won the most decisive battle of the war in 1812, and since the trained forces of Pack-ingham fled before these unconquerable freemen

there has been no nation to give us challenge.

This exposition will be of especial interest to the veterans of the late war, since Tennessee was

THE PARTHENON.





WOMAN'S BUILDING.

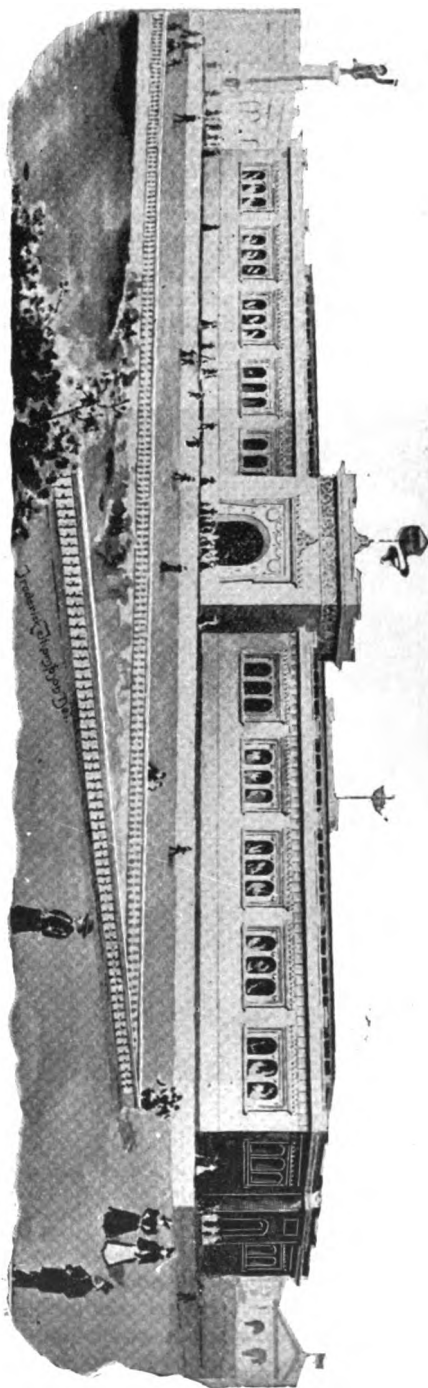
to be classed among the decisive struggles of that contest, and no better proof of their bitterness can be adduced than the fact that there are more soldiers interred in the national cemeteries of Tennessee than in those of any other state, in fact they contain 20 per cent. of all the soldiers interred in all the national cemeteries. The government of the United States, by establishing the one great national park, Chickamauga, on Tennessee soil, has recognized that state as the theatre of war. No one knows better than the men who participated how instinct with martial memories is every mountain and stream, every cross-roads and hamlet, in all that great state, and there can be no doubt but thousands of the old soldiers will take advantage of this opportunity to revisit the scenes where their early manhood was given the supreme test, and to meet in peace the men with whom they then crossed swords.

As has before been said, there was no thought of money making in the conception of this enterprise, it was simply the spontaneous undertaking of an entire people to mark with proper dignity and display the close of a century of vigorous history and of generous

its great battlefield, and, with the single exception of Virginia, was the scene of more bloody encounters than any other state. Nor were they merely skirmishes, as many of them were entitled growth. They propose to hold before the world for the period of six months an epitome of the wonderful resources of their commonwealth, together with as complete a picture as may be of

their progress in those arts and graces which mark the highest form of modern civilization. In order that this should be done in a manner fitting the dignity of the conception it was necessary that they should call to their aid the highest form of civilization's highest force, organization, and it will especially interest our readers to note that in order to obtain this organization the people of this great state turned, as one man, to the president of one of their leading railroads.

They found at the head of the Louisville, Chattanooga & St. Louis company John W. Thomas, a man who had risen from the humblest beginnings to his proud eminence through native strength and worth alone. His consistent success in the handling of great enterprises, and genius in the selection of men for aids, marked him as the one man for this important place, and the success of the undertaking was well toward assurance when he consented to accept it. Another element of his strength, aside from his personality, was his popularity with the men who have served with and under him, and, in fact, with all classes of society wherever he was known. The personal friendship felt toward him by the men in his employ was shown by the fact that as soon as he had consented to take charge of the exposition every one of them accepted its success as a personal responsibility, and at once became an active agent in its behalf. It is said that every man on the rolls of the Nashville, Chattanooga & St. Louis road, from the highest to the lowest, has contributed to the exposition, and all are doing everything in their power to make the enterprise at once a credit to their beloved state and to their friend and superior, who is at its head. The accession of such a force of zealous workers as this was of itself a great gain, but it is only part of the many advantages won when Mr. Thomas took charge. Within a month from that time he had every department of this stupendous enterprise thoroughly organized and at work, not only with zeal, but with a directness of purpose which could hardly fail of success. In no one way was the genius of the man better shown than in the selection of the men who were to have charge of the various departments under him. Mr. E. C. Lewis, as director general, has not only shown distinguished executive ability, but to him, in a large measure, is due the credit for the beauty of the buildings which are to house the exposition and of the grounds surrounding them. The same is true of all the department chiefs, and it is clearly within the truth to say that very seldom has a general been able to surround himself with a staff of such uniform strength and capability. In a recently published



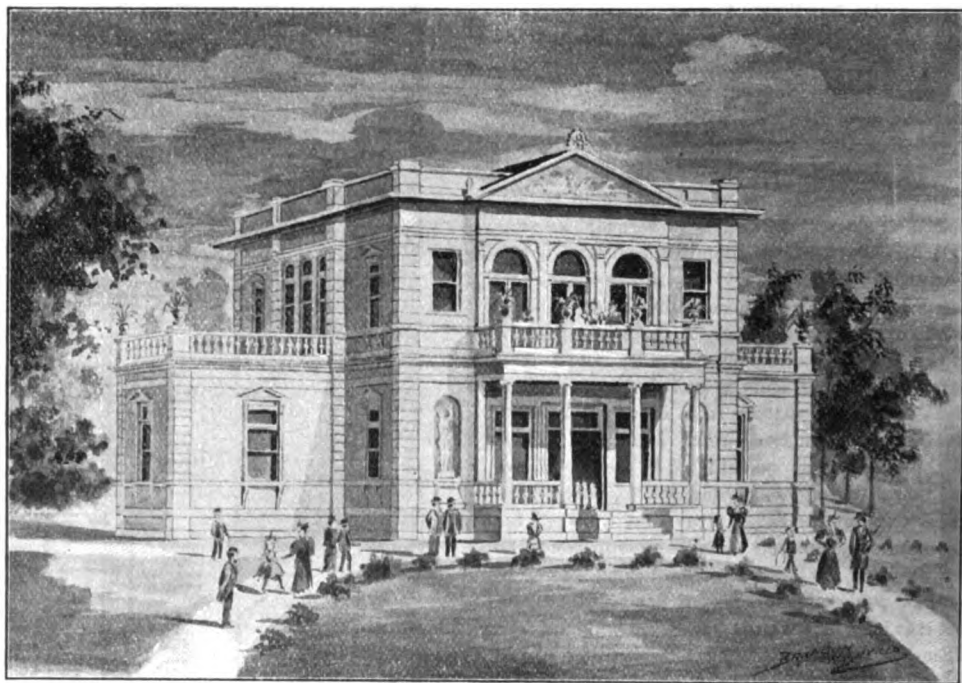
TRANSPORTATION BUILDING.

interview Mr. Thomas makes the following statement of his views as to the purpose of this centennial:

We Tennesseans propose to celebrate the one hundredth anniversary of the admission of Ten-

nessee as the sixteenth state into the Federal Union by having a grand industrial exposition at Nashville, at which the products and resources of the ninety-six counties of the state will be attractively presented to over a million visitors from this and other states. Nor will the exhibits be confined to Tennessee; for we expect to have exhibits from many other states in friendly rivalry, each with the other, and from foreign nations, by which we will see in what we excel, and in what they excel us, that we may endeavor to equal if not surpass them. This centennial celebration is prompted by sentiment as well as by enterprise. By sentiment, because we will commemorate the heroism of the men and women who braved the dangers of frontier life that they might establish homes in the wilderness west of the Alleghanies—a pathless wilderness, save those carved by nat-

totally eclipsed. The beauty and many womanly charms of the Tennessee ladies have long been admitted, and they are now demonstrating that they possess, as well, the strength of mind and executive ability to carry on the most important and extended of business affairs and assure their success from the start. They were as fortunate in their selection of an official head as was the general board, Mrs. Van Leer Kirkman, known as "The Queen of the South," being their president. This lady not only possesses executive ability of a high order, but has a grace of manner and a ready tact which enable her to overcome many obstacles which would be too much for the



CHILDREN'S BUILDING.

ture's hand, and along which flow murmuring brooks, meandering streams, and beautiful rivers—a vast, somber forest in nature's repose, save the sweet notes of heaven's songsters as they warble praise to the giver of all.

In fixing the accurate measure of the managers' success it will not do to forget that they have behind them an united people, which means a great deal when duties of such magnitude are assumed. The women of the state are more than enthusiastic in their championship of the exhibition as a whole and are working with such especial ardor for their own particular department that the men will be put on their metal if they would not be

unaided business sense. The secretary, Miss Ada Scott Rice, has also proven a treasure in that capacity, and has added not a little to the triumphs which the ladies have already won. Even the children have proven their right to the title won for them by their fathers, and have "volunteered" in the aid of the good cause with results that must be highly gratifying to the management.

When it was finally determined to have the exposition there was no question as to its location. There was but one place for it, and that was Nashville, the capital of the state and the center

of all its interests, one of the very foremost cities of all the south, and, last but by no means least, the birthplace of the project. In addition to all this it would seem that nature had especially designed this beautiful region not only for the home of a prosperous city and a vigorous people, but for an amphitheater wherein to make such display of their works as is here intended. It would be difficult to imagine a section of country more richly blessed in scenic beauty or fashioned by the Great Artificer more nearly to the needs of the time than is the Tennessee basin, surrounding and tributary to the city of Nashville—the blue grass region of Tennessee. The location is

fect. It is the unanimous verdict of all who have visited this spot that it far excels in natural advantages the sites selected for all previous expositions. In spite of this fact the management are sparing no pains to make of it, in every particular, the ideal of loveliness, and it is safe to say that no one of the many thousands who will visit it during the coming season will fail to be delighted with its myriad charms. Nature has furnished the emerald background in the deep colored foliage of the trees and the velvety carpet of blue grass, and has added the light of a generous profusion of flowers and shrubs. These form a setting for the lakes, which are three in number,



THE AUDITORIUM.

indeed an ideal one, with the city nestling down in the very heart of a great basin, something like seventy by one hundred miles in size, and hedged in by mountains which rise on every side like the walls of some mighty temple, to shut in this favored spot from all the rest of the world. Then, the grounds which have been selected for the home of the exposition, are the crowning glory of the picture. A beautiful wooded park, some two hundred acres in extent, in the center of this great elipse, and so blessed by the lavish hand of nature as to almost defy improvement at the hands of the landscape gardner and the archi-

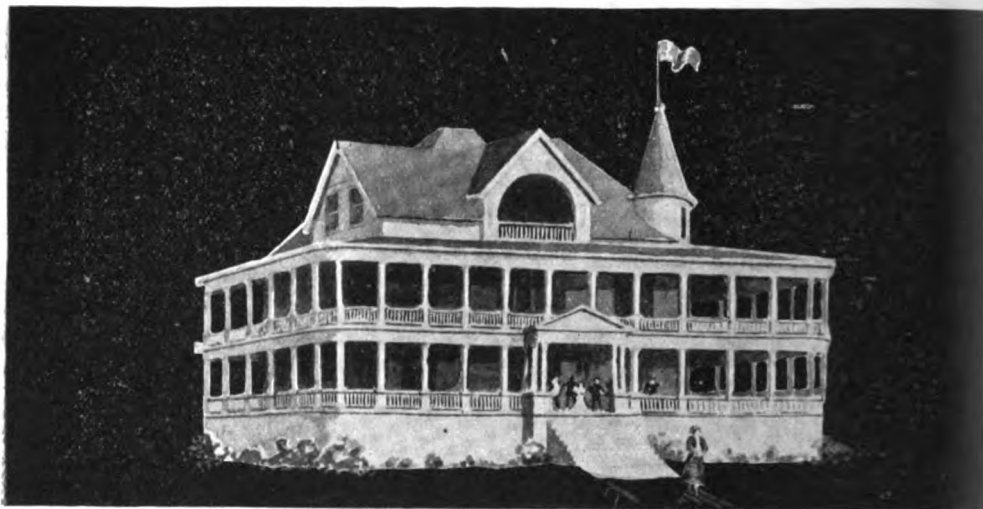
and for the added jewels of the great white buildings which rival in architectural dignity and grace the masterpieces of the race. One of the lakes is named Sevier, after the first governor of the state, and another is Lake Katherine, in memory of his wife. There are not wanting those who declare that the last named should be a tribute to the rare beauty and popularity of the president of the Woman's Board, Mrs. Van Leer Kirkman, who was Miss Kate Thompson before her marriage, and who occupies much the same position in the affections of the people of Tennessee as did the first Katherine. The last is

called Lake Watauga, for the stream on the banks of which the first settlements were made. The location is high and dry, and the magnificent drives, walks and by paths make of it the perfect park. It lies within twenty minutes ride of the heart of the city, and the four lines of electric street railway and the N., C. & St. L. will together furnish pleasant and rapid transportation for all who may make the visit.

The history of the Tennessee Centennial has been unique from the first, and it is proposed to carry this feature of originality through every department to its close. The necessary limitations surrounding such an undertaking have made competition, so far as size is concerned, with some of its predecessors, impossible, but it will be more beautiful, in many ways, than any of them.

of the buildings and the emerald background afforded by the park. It is of a verity a second "White City," and loses nothing in comparison with its great prototype.

The Fine Arts Building, which is expected to be the center of attraction for all, is an exact imitation of the original Parthenon in outward form and color, and stands on a high terrace near the middle of the park. Unlike the model it has been supplied with a roof and additional walls to give extra space for the hanging of pictures. As this is to be the depository of the works of art, and the management are determined to have none but the best, so that admission to their lists may be regarded as an honor to be prized, the edifice has been made fire-proof, thus securing the safety of exhibits. It is made with stone foundation,



ADMINISTRATION BUILDING.

Especial attention has been paid to the architecture of the buildings, and to many visitors they will be the chief charm of the exhibition. The central thought is the reproduction of a number of ancient temples, each being typical, so far as may be, of some one of the great architectural subdivisions. These are grouped about a *fac simile* of the famous Parthenon at Athens, admitted to be the chief glory of all architecture. With the exception of this building and one or two others of minor importance, the Chicago plan of using heavy frame work covered with white staff, has been adopted with all these immense structures. This enables the architects to follow out to the minutest detail the workings on the originals, and to secure the additional effects obtained from the contrast between the pure white

brick walls, steel roof and concrete floors, while the outside is ornamented in molded staff in exact duplication of the original design. There is a double door at either end opening upon double-columned porticoes, but there are no windows. Light is admitted through an immense skylight in the roof, extending almost the entire length of the building, giving the best possible conditions for the satisfactory display of paintings. The interior is arranged in the shape of a gigantic Greek cross, forming a square gallery at either end and two apartments in the center. Every arrangement conforms fully to the established canons of the art and both visitor and exhibitor can not fail to be pleased with the results obtained.

The Commerce Building is the largest of the group, its dimensions being 500x315 feet. It is

built in the shape of a "T," with wings 150 feet in length, while the center dome rises to a height of 175 feet. The central pavilion is two stories in height, the second story forming a gallery on either side and overlooking the nave, all placed within easy reach of the ground floor by means of four broad stairways. The central dome is reached by means of elevators, and from its great elevation visitors will be given a beautiful and comprehensive view of the park. The general style of this building is based on the Corinthian and Ionic orders of the Graeco-Roman, and as worked out, it produces a most pleasing effect. In it will be placed the exhibits of the manufactures and liberal arts.

For the Woman's Building, the architect, Mrs. Sara Ward-Conley, took as a model the Hermitage, the home of Andrew Jackson when he was president, and by idealizing its Colonial style through the addition of suggestions from the Greek school, succeeded in producing a strikingly beautiful design. The central portion of the interior forms a large rotunda and the remainder is divided into handsome apartments for the reception of classified exhibits. This building was the first tangible result from the enthusiasm with which the ladies of the "Volunteer State" entered upon the service of the Centennial, and, as their zeal has grown with the successes already won, it is safe to predict that their complete exhibit will be one of the most magnificent ever attempted on a similar occasion. Here, as at the World's Fair, the Woman's Building was the first to be completed, and in it were held the inaugural ceremonies on the first of last June, the day which marked the close of the state's first century.

It was on this day that the flag was raised with a salute of one gun for every state now in the Union. It was here that great orators spoke, and it was here that mighty choruses of rejoicing and praise were sung. It was here that the Centennial was formally dedicated amid the exultant voices of thousands of patriotic men and women, including the very flower and beauty of the state.

Solidity combined with delicacy of outline and proportion are the characteristics of the Machinery Building, as they are of the Doric style of architecture, and of its revival as seen in the Propylaeum at Munich, admitted to be its most scholarly example. The measures of the building are 375x138 feet, with a boiler room 162x72 feet, so placed that its heat will not interfere with the comfort of visitors. The arrangement of the floor leads to three main entrances, marked by imposing porticoes with six columns each. It is surrounded by a broad esplanade with handsome urns of tropical plants, and stands upon the border of Lake Watauga.

Many will undoubtedly regard the building dedicated to Ceres as the most beautiful of the exposition. It is of the Renaissance style of architecture, and the dimensions are 525x175 feet. It is surmounted by a central dome which rises to the height of 100 feet, while six smaller domes are so placed as to balance and complete the effect. These domes are partially constructed of glass, which, with the multitude of windows, will furnish an abundance of light for every exhibit. The entrances are through triumphal arches, beautifully embellished and bearing appropriate designs in statuary. The outlines of the floor plan are so broken as to give an unique appearance to the interior. It is the purpose to bring together here one of the most complete exhibits of the products of the farm, and of the implements by which they are produced, ever yet attempted. Detached buildings will also be provided, near at hand, where the processes of manufacture from farm products may be shown. The wonderful agricultural resources of Tennessee will be here given adequate display, and here may well be found one of the chief prizes of the "Volunteers."

One of the most severely classical of this long list of designs is that employed in the construction of the Transportation Building. No columns are found, but by a happy combination of simple lines and plain surfaces the artist has secured a series of charming effects. The wonderful story of the growth of the carrier's art, from the "pack" which burdened the backs of our cave dwelling ancestors, to the "limited express," which annihilates weight and distance today, is told in the sculptures and relief work which adorn this structure. The doors at the north end have been made large enough to admit engines and trains, and the tracks, extending through the full 400 feet of length, will be filled with the finest handiwork of the modern engine and car builder. All of the remaining floor space will be devoted to the display of samples of every known form of vehicle.

Tennessee has every reason to be proud of her wealth in Minerals and Forestry, and a building has been erected for its appropriate showing. The stately columns of the Roman Doric order characterize its design, and the edifice gives the impression of strength as well as beauty. There are three main entrances through porticoes guarded by six columns each and surmounted by sculptured gables. The center of the floor is arranged in the form of a cross, while two aisles lead to the extremities, leaving ample space for all the exhibits. Tennessee, alone, could very easily furnish the material, especially in dressed

native marbles, to fill this building with a showing of interest and value, and, when it is remembered that the wealth of the world in these departments is subject to call, it must be readily seen that this will be one of the most attractive of all the collections.

No portion of this great undertaking exemplifies more of consecration to a good cause or promises more for the future of the state than the building set apart for the children. The money for its construction was raised by their voluntary efforts, and they also paid for the silver chimes in the lofty tower at its front. The building is very prettily designed, and will be devoted to matters of special interest to the little ones. A park of tame deer will be kept at the rear for their pleasure, and everything possible will be done to testify to the appreciation felt by the management of the aid given by the boys and girls, to whom may safely be entrusted the future destinies of a state they have served so well at such a tender age.

A short distance from the Parthenon, in the direction of the main entrance, stands the Auditorium, where all the congresses and similar gatherings attendant upon such celebrations will be held. It is of pleasing architectural effect, and is arranged within for the seating of 6,000 people, together with ample stage and band pit accommodations. Pleasant balconies are provided for the viewing of pageants and all sorts of out door displays, and the tower, 140 feet in height, affords a splendid view of the grounds.

The officers of the exposition are housed in a handsome structure, built in club house style. It is provided with ample porches overlooking the grounds, and, as they will be free to all as soon as the formal opening, this is destined to be one of the most popular points with visitors.

It is the present purpose to put up a building devoted entirely to History. It will be of corrugated iron, fire proof, and in the form of a Greek cross. All of its ample show space will be given up to articles suggestive of the most stirring periods in the history of the country generally, and of Tennessee in particular. In addition there will be a building set apart for exhibits illustrating the functions and powers of the general government, which is expected to be one of the finest in the group. The Negro Building will tell the story of the development of that race from the old plantation days down to the present time, and its collection will undoubtedly possess rare interest for all. The churches are not to be outdone and are arranging a showing that will be fully commensurate with the important part they have taken in the progress of the state. Another feature of especial interest will be the homes of

the various secret societies, all of which will be given appropriate representation. There will also be a long list of supplementary buildings, all of which will assist in completing the picture of the "show city."

In common with all blue grass countries, Tennessee has long been noted for the surpassing excellence of its thoroughbred horses and fine stock. An immense field adjoining the grounds has been secured, and in it a horse, stock, pet and poultry show will be given. This will be in charge of Vice President Van Leer Kirkman, himself a noted breeder of fine horses, and every present indication points to one of the grandest collections of its kind ever brought together.

In the grouping of the buildings the management have made an especial effort to bring them so near together that the nerve force of the visitors need not be expended in walking from one to another. In so doing, however, they have not lost sight of the artistic effects, and enough distance has been maintained to lend the proper perspective. An eastern writer has given the following glowing account of the additional beauties of this "Newest of White Cities":

The adornment of the grounds will be so nearly ideal as to make it a bower of floral beauty as attractive as the hanging gardens of Babylon. Huge trellises, painted white, over which are trained purple and white clematis vines, will connect the buildings, so that ample shade will be afforded, together with a grace of foliage impossible to imagine outside of dreamland. Plats and designs and beds of rare red, pink and white roses will be laid wherever the sun shines, and rare exotics will blossom in every nook and corner, with ferns and vines peeping through rocks and walls and flower pots. And then to these glories must be added the lawns of deep green blue grass, with scores of big Tennessee white oak trees scattered where shades are most needed.

It will indeed be a picture to delight the most esthetic, and one which will well repay the trip. It must not be forgotten that this is as truly a "World's Fair" as was that other White City which sprang up along the shores of Lake Michigan but a few years ago. Invitations have been extended all the civilized nations of the earth, and many of them are already preparing exhibits which will eclipse all their former efforts in that direction. In addition, our national government is deeply interested and numbers of the states will be as fully represented as they were at Chicago and Atlanta. The single fact that this is the first of the states added to the original galaxy to fittingly celebrate the centennial of that great event gives to the occasion national character, and should bring to it the cordial support of every state and every citizen. We all owe it to those institutions which have made this country admired wherever freedom is more than a name, to see that this great celebration is made adequate to the dignity of its occasion and the patriotism of the commonwealth it honors.

HISTORICAL TEACHINGS.

BY JOSE GROS.

Imagine a radical reformer meeting an old friend of his, a Wall Street banker, in a railroad car rolling toward New York City, on the evening of November 3d, 1896. The two friends have fought 500 furious battles in the last twenty years, with the results just as negative as with humanity at large after the 500,000 battles that men and nations have fought against each other in the course of forty centuries of post diluvian development. The banker was going to the city to spend most of the night on his feet, and thus be sure that the bankers of the nation had carried the country, for the four years to come. The reformer was going to the city to spend there but sixty minutes, and then return home to have a good, sound sleep. He felt that one hour would be enough to know how the battle of ballots was going to turn out, and he was sure that *he would* sleep soundly no matter how it was to be. The banker's patriotism would have prevented all sleep to the friend we speak of. Excitement interferes with sleep. Few bankers did go to bed, or closed their eyes on the night we speak of. They love the nation too much, and so, when the nation is in danger, they can have no mental peace anywhere. But why should not the radical reformer have at least as much patriotism as the banker? Because the reformer knows that truth must prevail, and that no transient defeat can prevent its final triumph. The reformer's patriotism stands on a much higher platform than that of those for whom the life of nations is a question of dollars and cents, and hardly anything else above that.

The two above mentioned friends represented the distinct human types in almost everything conceivable. One of them was perfectly self-possessed, while the train was rushing to the grand metropolis of the nation. The other could hardly hold himself. The latter expected a grand victory for his own political party. The former expected more or less of a defeat, not for his party, because he does not belong to any, but for those who suffer from the injustice of human laws. And the one who expected a grand victory was frightened out of his wits for fear that the victory would not be great enough to put a stop to all our national troubles, while the fellow ready for a defeat could easily see its necessity for a grander victory later on, and so he remained calm and peaceful!

A certain universal logic prevails through the developments of humanity as it does in all the

evolution of the cosmos. How can it be otherwise when the same power is behind those two processes or forms of phenomena? The only difference between them is that, in the case of men, God is forced to respect the human will, up to a certain point, since that will is one of God's creations, for a certain purpose, such as that of the unfolding of manhood by men's inherent love for all that is orderly, and beautiful, and noble. And that can only be realized by the co operation of two mental forces, the human and the divine. If the former is bent upon suffering for ten millions of years before that co operation takes place, why should not God be patient enough to quietly wait for that length of time? What are ten millions of years to Him, or one thousand times that number? Is He not the owner of eternity? That is just what the reformer should always remember, and then he will never be disappointed or discouraged.

Let us now drop to the final results of our recent political battle. They are very instructive, although far from exhilarating. The people were literally overwhelmed with a mass of facts and figures that had no connections whatever, aside from the fanciful one of men who themselves did not understand the subject on which they tried to educate the people. Outside of the realm of physics you cannot understand truth if you materialize it, that is, if you separate it from principles of fundamental justice to all men. And that is just what we have done, like a pack of maniacs, for about four months, with the money question, which is a species of terra incognita for ninety-nine per cent of our best educated people, as much now as it was four months ago, or 4,000 years ago for the educated people of that period.

Plato seems to have had some correct ideas on the money question, since he is reported to have said: "The best money of a nation is that which will not be worth anything with any other nation." We suggest the following substitute: "The best money for each nation is that which shall have no value in the hands of any monopolist, for any monopolistic combination whatsoever." Not until such a conception is fully grasped and accepted, can we have any fundamental, correct, clear or distinct perception relating to money and its natural functions, if ethics, and justice and honesty have any meaning in our social and industrial relations. But who cares about bothering his mind in all that apper-

tains to social morality? Try to refer to such a conception when you talk to our most eminent men in church or hall, and they don't know what you mean. Social morality is none of their business. They have nothing to do with it. Or else it is so high up and so far away that they cannot reach it. The job is altogether too big for them. No wonder that some of the best known bishops and ministers of the land have tried to become the echoes of the politicians and demagogues, and parrot like, they have preached about *honest money* in reference to the very kind of money with which we enforce—land robbery by wholesale, and thus establish Christian civilizations on the principles of the gambling house! We do just what the old heathen nations did.

Shall we blame the plain people if they don't understand what their pretended teachers in the church or school, through the press or the platform, prefer not to grasp or assimilate? They could if they wanted, because they have time to study, while the plain people have not, nor have they the favorable surroundings enjoyed by their teachers. We then cannot muster courage enough to blame the plain working masses for their incomplete popular decisions. They do the best they can. The voice of the people cannot be the voice of God so long as we try to humbug the people by giving them wrong conceptions of God and *His truth sublime*. The voice of the people shall be the voice of God, as soon as they are taught the simplicity of all truth and the ineffable goodness of *The One* from whom all truth comes.

Of course that we have been chattering and chattering for long centuries in churches, and chapels, and outside of them, about God's goodness to men, while indirectly blaming Him for all the poverty, ignorance and degradation, we see fit to manufacture with our vile human laws; but don't you see that such a glaring contradiction is in itself a mental narcotic, and as such, incapable of giving any logical impressions of the words, goodness and God?

Here we will have to return to that banker of ours who, knowing the radicalism of his old friend, the reformer we have mentioned, insisted upon implanting in our mind the need of ending all our national troubles through the crushing effect of a victory overwhelming, just as we had always been crushing our national sins, and thanks to the eternal good sense of the American people. And yet that very banker, and two millions of men like him had, for over three months, vomited the greatest insults to that very American people, because daring to complain of their trials, and suggesting some modification in our fiscal laws. Yes, our well-to-do people have been trembling in their

boots for weeks and weeks, as if the final judgment was at hand and the trumpet of the angel Gabriel ready to sound for that grand final meeting of the living and the dead, where all the accounts shall have to be squared, previous to the separation between the lambs and the goats. What made those men tremble but the feeling that their brethren had been driven into despair by laws of injustice? What made those men so uneasy but the conviction that the people had not been properly educated to stand by what was right, and were going to do something injurious to their oppressors?

We are not afraid of the rabble when we stand by the natural rights of men. We don't indulge in hard words against the ignorant and the low when we are willing to give them what God means they should have. History tells us that the people are easily quieted down if we only grant them what they ask, because they never ask but a portion of what they have a right to demand. That is just the peculiarity of ignorance, not to know the fullness of men's natural rights. And, in most cases, that is just the predicament of our educated people. They have not been taught, or have refused to learn the meaning of natural rights. They don't believe in anything but in the rights that any set of lawyers may see fit to legislate in so far as it may be necessary to keep ninety per cent of the race in contented poverty.

There is no doubt that, taken all in all, the American people, like the people everywhere, do their best to meet emergencies with a certain degree of resignation, wisdom and manhood. That is not the result of any human institutions, but of certain sound instincts which come from the Father in Heaven. Humanity would have been destroyed long ago without such healthy human tendencies. The infatuation with which we attribute to our institutions, all the good that comes from God's institutions, all because we overlook the fact that what happens to us has previously taken place in every nation, under manifestations which vary in form but not in essence.

Another general fact is exhibited among us, as it has been everywhere else. The people are never given a chance to decide on fundamental subjects. We always keep such subjects out of their minds. When we are forced to give them some truth, we mix it up with plenty of error, and let their minds revel in a vast group of incidentals, making them choose between this and that trifling item, between such and such fragment of truth, as far as possible from anything basic in itself, so that to keep on in the old vicious circle of suppressing certain surface evils and evolving another set in their place. That is the reason why we

are never through with that eternal job of self-reformation. That is why fallacy follows fallacy, and craze follows craze, with us at least as much as with the old nations. And we, wise men, fools that we are, we give the name of progress to that which is nothing but a succession of errors, blunders and sins! The only somewhat fundamental reform accomplished among us for over a century, that of chattel slavery, had to be done as a war measure, in itself against our constitution. It had to be made constitutional afterwards when it could not be helped. And all the profound disagreements and national demoralization of the last thirty years came from that war forced upon us because we refused to suppress chattel slavery through orderly processes and along fundamental lines. We did it by intensifying industrial slavery all over the nation.

The fact is that by the eternal logic of human

development, no permanent good can come from the mere triumph of this or that incidental truth. The whole frame work of history with its innumerable connections proves that. In order to be solid and permanent, progress must march along fundamental lines, and so in the direction of fundamental truth, with clear perceptions of basic truth, we mean, on the part of the leaders of thought behind any reform movement. That was just what was lacking with the men who produced the silver agitation defeated on November 3d, 1896, by the sovereign will of the people. That people could not see how they were going to be benefited by—*monopoly through silver* instead of monopoly through gold. The proposed change of diet could not make our poisonous food taste any better, and that is all there is about it. The important issues were obscured by a superficial one.

THE ECONOMIC LESSONS OF THE ELECTION.

BY W. H. STUART.

The presidential campaign just closed was in many respects the most important that has occurred since the foundation of our republic. For the first time in American history class distinctions, based on the unequal distribution of wealth, have been recognized and made the basis for the dominant issue of a great political party.

The democratic party, permeated with the ideas of populism and its teachings regarding monetary reforms, and anti-monopoly issues, boldly arrayed itself on the side of the producing classes and against the encroachments of the so called money power. That the issue raised, the monopoly of money by restricting its volume and the alleged increased purchasing power of gold, was a false issue, which did not go to the root of the evil, does not militate against the reality of the causes that gave rise to the revolt against the growing power of concentrated capital and the capitalist class. It is only another evidence of the historical fact that revolutions seldom evolve logically. The democracy, led by as gallant and personally irreproachable a candidate for the presidency as any party ever had, was defeated. Many causes conspired to that end. In the first place, the demand of the Chicago platform for an income tax, arrayed against that platform all the owners of unearned wealth in the country. The income tax was denounced as "socialistic," as class legislation against the "thrifty and provident," etc. Of course, the charge was unfounded. Indirect taxes are un-

just because they fall with the greatest weight on the consumer of commodities regardless of his ability to pay the tax. Thus all tariff taxes. The only just basis for taxation is the cost of protection to the life and property of the citizen. A tax on sugar, for instance, is a tax on the consumer, based, not on the value of protection to property, but, on the contrary, to the individual capacity for the consumption of sugar. As the owner of a million dollars' worth of property will not consume much more sugar than the owner of no property, it is manifest that such indirect taxes enable the wealthy property owners to shift the burden of taxation on the poor. A man should pay taxes in proportion to the value of the protection the government affords him. Our coast defenses, our navy, our torpedo boats, are not intended to prevent a besieging force from carrying off our land—that is stationary—but from destroying or carrying off our property. It is not the shanties of the poor we are solicitous about, so much as the palaces of the rich. It is for the protection of the property of the rich, principally, that we maintain armies, navies, coast defenses, light houses, militia, municipal police, and fire departments, etc., and it is only just that those who are the principal beneficiaries of this government protection should pay the cost in direct ratio to the value such protection affords them. An income tax is a direct tax on the cost of protection of property, and is, therefore, just. The income tax is the backbone of the financial

systems of England, Prussia, and other countries. and Professor Plehn, in his recent work on public finance, says that "the hopes of reformers all center in it." The idea that the wealthy property owner is the chief beneficiary of government protection is so thoroughly recognized in England, that, in that country, progressive inheritance taxes are carried to such an extent that the heir to a great fortune may have to pay as much as 18 per cent of it into the public treasury. A progressive income and inheritance tax is, therefore, not robbery of the rich, of the "thrifty and prudent" classes, but a just and equitable means of forcing those who are, or have been, the chief beneficiaries of protection of property, to pay for that protection in proportion to the value of the property protected, instead of shifting all the cost of such protection on those who have no property, or, at least, very little, to protect.

The declaration of the Chicago platform against "government by injunction," for very obvious reasons, excited the hostility of the possessing classes. It was intended by the framers of our constitution that the executive, legislative and judicial departments should be separate and co-equal. But we have seen the federal judiciary, at the behest of powerful and wealthy corporations, enjoining men from doing that which the constitution and laws of the country permitted them to do. For instance, organizations of men, as in trades unions, for their protection by concerted action against reductions of wages, or increase in the hours of labor, or for the purpose of effecting an increase of wages, or a reduction of hours of labor, and the election of officers to carry their intentions into effect, by refusing to work, are constitutional and legal. Yet, we have seen the members of such trades unions enjoined from ceasing to work, or for assembling to discuss matters set forth in the injunction. We have also seen the leader of such a trades union enjoined from directing or giving orders for the continuation of a strike, and when the injunction was disobeyed, under advice from high legal authority, we have seen the leader of such strike and his fellow officers sent to jail, for what? An infraction of the federal or state laws? Not so far as we know, but for disobeying the injunction of a federal judge. That there was really no case against the leaders of the strike may be inferred from the fact that the case on its merits never came to trial. Even if the case had come to trial, and the leaders been acquitted of any violation of the laws, such acquittal or decision of the court would not have impaired the power of a federal judge to again, when occasion demanded, come to the assistance of a corporation in defeating the

attempt of organized labor to assert their rights. Certainly no intelligent worker presumes to defend violence or unlawful methods in effecting the means of organized labor for improving or bettering their condition, but they have a right to demand that the aid of federal courts shall not be invoked to assist wealthy corporations by depriving their helpless employees of their legal rights of organization for mutual protection and defense. Therefore, a bill for the more precise definition and limitation of the powers of the federal judiciary, which was introduced at the last session of congress and passed one branch of the legislature, is a just measure and should become law.

The declaration against federal interference in state affairs, while having some sound of justice, was, in my opinion, injudicious. The American people went through a costly civil war to settle forever the doctrine of "state rights." Without passing an opinion on the special case that called forth the declaration of the Chicago platform, it may be said that it is repugnant to the general idea of the federal union that the federal government should not interfere in state affairs unless especially requested to do so by the state legislature or the governor of the state. I think it must be conceded that we cannot afford to endanger the perpetuity of the American Union by restricting the right of the federal government to assert its authority in any and every state when the authority of the general government, or the rights, privileges, and protection of the American citizen are threatened or attacked. There is no question that that part of the Chicago platform helped very materially towards its defeat.

The plank in the Chicago platform to which the party chiefly owes its defeat, was, in my opinion, the plank demanding the free and unlimited coinage of silver at the ratio of 16 to 1, without waiting for the consent of any other nation.

Mr. Bryan, in his letter of acceptance, and in his speeches throughout the country, had declared most emphatically that the free coinage question was the dominant issue; that the monopoly of money under the gold standard was the "fundamental monopoly" underlying all other forms of monopoly, which had to be removed before any other form could be effective; and, as Mr. Bryan still declares his adhesion to that doctrine, and advises all the silver forces to concentrate all their energies on the same issue for the next campaign, a brief resume of the arguments pro and con may not be out of place.

The free and unlimited coinage of silver at the ratio of 16 to 1 was urged by its advocates as in

the interest of all the producing classes. It was claimed that the "crime" of the demonetization of silver in 1873 destroyed half of our primary money and thus doubled the purchasing capacity of gold; that, in consequence, the gold dollar became a "dishonest dollar," or, as it was otherwise expressed, a "200 cent dollar"; that, in consequence of this increase of purchasing power, the price of all commodities and products had depreciated one half, and that the farmer and other producers were robbed through this appreciation in the purchasing value of gold, of half their products; that such robbery of labor was the direct means by which wealth was concentrating into the hands of the "money power." It was further contended that the remonetization of silver would at once bring its commercial value up to its coinage value at the desired ratio, not only in this country, but also throughout the world.

To the claim that the "crime" of 1873 cut off from use half our money, it is shown that through the excess of the bullion value of silver over gold for years before 1873, our silver dollars were melted into bullion and exported, so that we were virtually on a gold basis for more than a score of years previous to 1873; that while in all our history up to 1873, we had coined an aggregate of only eight millions of silver dollars, and a total of only 105 millions of all kinds of silver coin, we have since 1873 coined nearly 400 millions of silver dollars, either in actual coin or silver certificates, every dollar of which has been a full legal tender for all debts, public and private, to the same extent as gold; that as against a total coinage of silver dollars and subsidiary coin prior to 1873 of 105 millions, there has been coined since that time a total of 600 millions! These facts are, I think, conclusive against the contraction of the currency theory.

Here is another difficulty. It is confidently asserted that there is a constant ratio between the volume of money in circulation and the price of commodities and products. Authorities are quoted, and particularly that of John Stuart Mill, that if the volume of money in circulation was doubled, the prices of all property and products would double; that if the circulation was decreased by one-half, prices would decrease in the same ratio. Those who quote J. S. Mill are careful to conceal the fact—when they know it—for probably not one in a score of those who quote Mill ever read his "Principles of Political Economy," that he made the important qualification that his statement only held good on the assumption that all exchanges of wealth were effected by the use of actual money; that in what-

ever proportion other means were used for effecting exchanges, just to that extent must his statement regarding ratios between the volume of money and prices be altered or modified. Now, the progress and extension of trade and commerce is forcing us to adopt "other means" besides actual money for effecting exchanges. We are rapidly substituting a system of bills of exchange, bank cheques, and book accounts, in lieu of the use of money of any kind, either gold, silver or paper, and to such an extent that Bradstreet's Commercial Agency reports that 93 per cent of all trade and exchange are now effected by such methods, while a recent report of the Comptroller of the Currency shows that even in the retail trade an estimate of 53 per cent is effected without the use of actual money. The assertion, therefore, that to double, or decrease by one-half the volume of the 7 per cent of actual money in use would double, or decrease by one half the prices of all property and products, is too frivolous for serious refutation.

But, to farther show the fallacy of the argument, let us assume that there is a direct ratio between the volume of money in circulation and the price of commodities, let us admit that to double the volume of money in circulation will double the price of the suit of clothes, the meat, the bread, the flour, the house and lot, etc. What is the result? Merely this, that if we double the price of all wealth, we must double the volume in circulation to effect the same exchanges. If we require \$3,000 to pay for the house and lot under a circulation of \$50 per capita, how much more money have we in effective use than when \$1,500 purchased the property under a per capita circulation of \$25? Is this not the logical conclusion to which the quantitative theory of money in relation to prices leads us? Where, then, is the advantage to the wage-earner or producer if an inflation in the volume of money merely serves to inflate prices in the same proportion. Certain it is, that if an inflation in the volume of the currency is at once followed by an equal inflation of prices, no more exchanges can be effected by a per capita of \$50 than a per capita of \$25.

That the free coinage of silver would benefit the mine owner will be readily conceded. Would he share this increased profit with his workmen? Well, hardly. He would continue to pay the wages that men would accept in preference to remaining idle, and as there is an unemployed army of three million to draw upon, would continue to pay in wages the cost of the average standard of living. No matter what his surplus profits may be, he will be under no necessity of dividing up

his surplus profits with his employes. We know, of course, that a protective tariff may enable a manufacturer to double the wages of his employes, but we know equally well that he is under no compulsion to do so, and, as a matter of fact, never does. He continues to pay competitive wages, no matter what his profits may be.

If it is true, as thousands contend, that it is the government stamp, and not intrinsic value, that gives the silver dollar value, then it follows, that it is as unnecessary to pay 65 cents per ounce as it would be 129 cents. For, although, under free coinage the government would not purchase the silver, yet, so far as the nation is concerned, it would amount to the same thing, the cost of the silver is an unnecessary cost; the labor of the 25,000 miners would be unnecessary labor, as much so as digging holes and filling them up again, and the cost of their maintenance an unnecessary tax on productive industry. If the "intrinsic value" of money is an economic superstition, then the national interest would be better subserved by the demonetization of both gold and silver, and the substitution of inconvertible notes, duly limited in amount, and issued by the government, constituting a full legal tender for all debts, public and private.

The assertion that falling prices are the direct result of a diminishing volume of currency, is an assertion for which there has never been offered a single conclusive argument. If a man should assert that the wealth of a city might be adequately gauged by the number of silk tiles worn by the male inhabitants, his assertion might hold good. But if he asserted that the wearing of the silk tiles was the cause of the wealth, we would laugh at him for his folly. Those who assert that the depreciation in the price of commodities is solely due to a contraction in the circulating medium, have been challenged to name any commodity that has been reduced in price, that can't be shown to be due directly to the introduction of machinery, or to new processes in manufacture that lessened the labor cost of production. Steel rails were at one time \$125 per ton, and quinine was \$4.70 per ounce. One is now \$25 per ton, and the other thirty cents per ounce. Is this the result of the use of labor saving machinery and new processes in manufacture, or of an inflation in the purchasing value of gold? If the latter, how does it come that steel rails have decreased to one fifth of their former price, while quinine has decreased to nearly one sixteenth its former price? Agricultural land in the New England states decreased between 1880 and 1890 from an average value of forty dollars per acre to less than ten dollars. Was it contraction of the currency

that caused that depreciation in land values, or the opening up of the vast level prairies of the great northwest? Has the fact that tolls through the Suez canal have been reduced 50 per cent, and the wheat crop of India raised from nothing to sixty millions of bushels annually, and the labor saving machinery, cheap labor, and lag costing fifty cents in Argentina, that enable them to produce wheat at a cost of twenty-five cents per bushel, nothing to do with the price American wheat brings in Liverpool? Or must we accept the explanation that it is solely due to a diminished volume of currency?

But why continue the argument. Certainly no great nation like ours ever before divided on so frivolous an economic issue, as a means for restoring "peace, plenty and prosperity" to a monopoly ridden nation.

Here is another argument that is offered. Money, it is said, is a "tool of exchange," and its value asserted to be in the ratio of its volume. One phase of that question we have already discussed. But, it is asserted that its value as a "tool" bears the same ratio as to quantity as any other tool does. That, for instance, if there were only half enough steam thrashers to do the work, the value of thrashers would probably double; that if the number of thrashers were altogether inadequate to do the work, those who owned the thrashers could charge for their use anything less than the cost of doing the work by hand labor. So in regard to money. Its extreme scarcity, it is claimed, would enable its owners to charge for its use, nearly all the advantage of its use over a system of barter. The analogy, however, is not exact, for while, in the case of the thrashers, nothing could be substituted of equal or anything approximating equal efficiency, in the case of money it would be entirely different. People would and have always been able to procure a substitute for any certain kind of money, and, as we have already seen, have procured and are now using an almost costless system that effects 93 per cent of our exchanges. We have also seen that for several centuries the Bank of Venice transacted a world-wide commerce by the mere transference of credits on the books of the bank, such credits being at no time redeemable in coin of any kind. These credits were a "tool of exchange" whose value was not in the least affected by their "volume." There is, therefore, no proper analogy between such a tool and the other tools representing the expenditure of labor power, and necessary for the production of wealth. But even admitting that money is an absolutely necessary tool in the exchange of wealth, why should the increase in the number of

this particular tool be of any more benefit to the wage-earner than the thousands of other "tools" that are aiding in the production and distribution of wealth, and, at the same time, displacing men and making human labor less necessary to the capitalist class?

Money is not wealth, it is a mere token or counter for facilitating the exchange of wealth after such wealth is produced. It is while this wealth is in course of production that the robbery of labor is first effected. The means by which that robbery is effected are these: Labor, under our competitive system, is treated as a "commodity," and its value or price in wages is the costs of its subsistence and reproduction. But "labor," unlike any other "commodity," is able to return to its purchaser more than the value of its cost of subsistence. This peculiar attribute of the commodity labor, the capitalist seizes upon for his own advantage, and purchasing his labor "commodity" in the cheapest market he proceeds to extract "surplus value" from his victim. This he does through the private ownership of land and capital—by the exaction of rent, interest and profits. The propertyless class, having nothing but their labor power to sell, are forced, under competitive conditions, to sell it to the capitalist class for that part of what they create, in the shape of "wages." While the competitive system continues, no change in our fiscal policy or monetary system will permanently raise the wages of labor. The laborer's share in the product is settled at the lowest amount he will accept in competition with his fellows in preference to idleness or starvation.

But capital, to be effective, must be concentrated in great masses. The small capitalist is *non est*. The small capitalist cannot compete with the larger capitalist, or "trust," not because

money is scarce, or because interest for its use is high, but because the small capitalist cannot compete in cost of production with the large capitalist or trust, who can, therefore, drive out of business their weaker competitors and thus abolish competition. No matter what the per capita circulation may be, or what the rate of interest is, the same relative difference in favor of the large system of production would prevail. The bonanza farmer would still produce the staple cereals at one-half or one third the cost of the small farmer. The department store would still continue to drive out of business the small store. Armour & Co. would still control the meat business of the United States. The sugar trust and the 136 other trusts, with capitals varying from one to 200 millions each, would still monopolize their respective industries as effectively as they do now, nor would competition be one whit more effective against them than at present. Production and distribution now being an affair of plant, machinery and organization on a great scale, the workman is hopelessly at its mercy. The laborer may be as free as the air, so far as legal coercion is concerned, but the economical coercion effected through the private ownership of the means of production and distribution presses upon him with an ever increasing force. So long as, under the wage system, labor is a "commodity," so long will the capitalist class be able to purchase it for its cost of subsistence and reproduction, and the surplus wealth that labor produces will continue to flow—an ever widening, Pactolian stream—into the pockets of the plutocrats.

Let us hope that the next economic question that engages the serious attention of the American workman may be: Public or private ownership of monopolies—which?

FIGHT OVER A PASS IN THE WEST.

FROM THE BOSTON GLOBE.

Because the same conditions can never exist again, there will probably never be another railroad war in this country to compare with the battle between the Denver & Rio Grande railroad and the Atchison, Topeka & Santa Fe company for the possession of the grand canyon of the Arkansas—the Royal gorge.

The builders of railways in Colorado saw in the Grand canyon the only available gateway to the mountains and to the far west. The real contest for the possession of the canyon began April 19, 1878. By deciphering the Santa Fe company's

messages, the Rio Grande learned that their rival was preparing to capture the pass, and the latter at once set about to get the desirable "nine points in law" on their side. President Strong, of the Santa Fe, was at the little town of El Moro, in southern Colorado, when he heard of the Rio Grande's intention, and immediately applied for a special train to carry him to the front. This request the Colorado road refused to grant. Mr. Strong then wired one of his locating engineers, W. R. Morley, who was at La Junta, to take a special and go to Pueblo with all possible speed,

and to reach Canon City, which was at the mouth of the coveted canyon, at the earliest possible moment. Morley arrived at Pueblo, the western terminus of the Santa Fe, at 3 o'clock in the morning, and at once ordered a narrow gauge Rio Grande engine to take him to the canyon, but no attention was paid to his order.

Morley was able to make out that President Palmer, of the Rio Grande, was preparing to send a force of 100 men to Canon City on the morning of that day. If he could reach Canon, where the people were in sympathy with the Santa Fe, as they were at Trinidad and other small places, where the Rio Grande had ignored the existing towns and established new ones, he could raise a force sufficient to hold the canyon against Palmer's men. But Canon was forty miles away, and the Rio Grande was the only line that reached there. It was striking 4 o'clock in the dance hall. There was a livery stable close by. If he could secure a good Colorado broncho he might, by the time Palmer's soldiers sallied forth for their first drink, be far up the river, with Canon only twenty miles away.

Fifteen minutes later Morley was leaning forward in his saddle over a swift and sure footed horse.

When the day dawned his horse was white with foam, but he still urged him on. It was 8 o'clock. Behind him he was reasonably sure that a hardier horse was upon his trail. He almost felt that he could hear the shrill whistle, off brakes, as the dreaded train left the Pueblo yards, and he urged his tired horse still faster. For the first time it seemed to him that his horse began to lag. His feet were heavy. He stumbled, but with a sharp application of the spur, till now unused, the faithful steed bounded forward with renewed vigor. This new force, however, was short-lived, like the effect of champagne, and again the broncho showed unmistakable signs of fatigue. Even the spurs failed to affect him, and the rider, weary enough himself, felt alarmed. Cruelly he applied the whip and spur, but it was of no use. Of a sudden the horse went down, throwing the rider over his head. Stopping only long enough to assure himself that the horse was dead, Morley turned and ran on with all his might in the direction of the canyon. There were the adobe houses of Canon City. They seemed in the clear morning atmosphere within a stone's throw, but they were three long miles away. Glancing over his shoulder now and then to look for the smoke of the iron horse, Morley ran on and on until he reached the town. In a little while he had a force of 150 men armed with whatever they could get in gun stores and hardware stores, and they went on a

dead run for the mouth of the canyon, still two miles above the town.

Even as they ran they could hear the sharp scream of the little locomotive, rounding the countless curves, turning in and out like a squealing pig following the worm of a rail fence. At last the lawless little army reached the mouth of the canyon, and when Palmer's men arrived they found that they were just twenty three minutes late, for the others were already guarding the gateway.

To be sure, neither General Palmer nor Mr. Strong believed for a moment that this great controversy could ever be permanently settled by violent means, and after the first brush, in which the Rio Grande got the worst of it, they turned to the courts.

Now a great misfortune overtook the Rio Grande; one that has caused the failure of many a deserving enterprise and many a worthy man. They were without money and were forced through poverty, to compromise.

In the last hour, if not the last minute, of the 13th day of December, 1878, General Palmer, as the executive officer of the Denver & Rio Grande, leased and transferred to the Santa Fe company the 300 or 400 miles of narrow gauge railroad then owned and operated by the Denver & Rio Grande.

The Santa Fe was regarded as a Kansas line while the Rio Grande was purely a Colorado road. The former, having Kansas City as its starting point, was interested in building up the wholesale and jobbing trade, and in making Kansas City the base of supplies and general distributing point for the growing west.

The owners of the Denver & Rio Grande, as well as the people of northern Colorado, were not long in discovering the plans of the Santa Fe, and at once set about to find an excuse for breaking the lease.

What is now the main line of the Rio Grande was then completed to Canon City, and as the Santa Fe people had a line of their own to the coal fields a few miles below the canyon, they renewed the fight for a sure and permanent outlet through this valuable and only passable pass to Leadville and the Pacific. Being in possession of the constructed line, they began the work of paralleling the Rio Grande by grading a way on the opposite side of the river, and this old grade can still be seen from the car windows all the way from the mouth of the canyon to the Royal gorge.

In March, 1879, the Santa Fe reopened the fight by demanding that they be allowed to examine the books kept in Palmer's office, which the latter refused. With the opening of spring the

Rival companies resumed their arms, and after the fashion of hostile Indians, went on the war-path again. Armed forces occupied the canyon and built forts, like cliff dwellers, at the top of the walls. The Rio Grande people were exasperated—almost desperate. The fact that the Rio Grande bonds had gone up since the lease from 45 to 90 cents, and stock that was worthless was now selling for 16 cents, did not appease the Palmerites. The Santa Fe had shut them out at the south, crossed Raton pass and gone on to the Pacific. They were preparing systematically to ruin the Rio Grande by building into all her territory, even to Colorado Springs, Leadville and Denver. General Manager Dodge declared that the terms of the lease had been broken by the Santa Fe before the ink was dry upon the paper. General Palmer openly asserted that the Santa Fe had mismanaged the road, diverted traffic and was endeavoring to wreck the property. On the other hand Mr. Strong claimed that the books of the Rio Grande had been spirited away by the treasurer, and that he had a right to see them.

On the 21st of April the supreme court rendered a decision, giving the Rio Grande the prior right-of-way through the canyon, but not the exclusive right. It was finally determined upon this occasion that no company of railway builders could pre-empt, occupy and hold against all comers, the narrow passes or gorges in the mountains.

The Rio Grande was at last victorious, but the road was still in the hands of the enemy, and would, unless the courts would set aside the lease, remain there for thirty years.

Before the courts now came the matter of canceling the lease. This was urged by the Rio Grande, backed by the best legal talent that money could secure. Meanwhile the two armies in the mountains were being increased and the forts enlarged.

In the midst of all this excitement, Attorney General Wright added to the confusion by entering suit to enjoin the Santa Fe company from operating railroads in Colorado. The hearing was heard before Judge Bowen, afterwards senator from Colorado, over behind the Sangre de Cristo, in the little town of Alamosa. Willard Teller for the Santa Fe, promptly applied for a change of venue, alleging in language that could not be misunderstood, that Judge Bowen was prejudiced against his clients and that he could not hope to get justice in such a court. It was not to be supposed that a man who played poker, as Judge Bowen did, would lay down at Mr. Teller's first fire. The judge led off with a spirited rejoinder to the attorney's attack, and ending by issuing a

writ enjoining the Santa Fe, and all its officers, agents and employes from operating the Rio Grande road, or any part thereof, and from exercising in any manner corporate rights in the state of Colorado. In short, he turned the roads over to the owners.

Mr. Teller commanded the conductor of one of the trains then lying at the terminus of the track to "hitch up" and take him to Denver with all possible speed. The employes had, of course, watched all the lawful and unlawful contests as closely as the higher officers, and were ready to take sides with their former employers; and so the conductor, who had heard Judge Bowen's decision, refused to leave before schedule time. This conductor, whose name I am unable to learn, secured a copy of the writ, and, fearing a hold up enroute, placed it in his boot and pulled out for Denver.

At Palmer lake, when within fifty two miles of Denver, this enterprising conductor gave additional evidence of his loyalty to Dodge & Palmer by slipping out and disabling the locomotive. He removed one of the main rods (they were not so heavy as they are now), and threw it into the lake. He must have done more, for that, unless he had "seen" the engineer, would not prevent the engine, still having one side connected, from taking the train in. After crippling the engine, the conductor boarded a push car (hand car without any handles), stood up, spread out his rain coat to make a sail, and the west wind pushed him down the long slope and into Denver, while Attorney Teller in the delayed train sat at the summit and swore.

It would seem that with all the advantage it held in the courts, the Rio Grande was not content, but was still increasing its armed force in the Grand canyon, where J. R. Remer, one of the engineers, with a force of fifty men, blocked the trail.

"By what authority," demanded the Santa Fe men, looking into the fifty rifles, "do you hold this pass?"

"By the authority of the supreme court and the fifty men behind me," was Remer's reply.

Although the Santa Fe people appear to have paid no heed to the attitude of the employes along the leased line, the Denver & Rio Grande people did, and upon the loyalty of their old men they risked everything.

The Santa Fe managers, however, were not idle. They had, located upon their main line, a camp called Dodge City, as tough a community as ever flourished under any flag. From these rich recruiting grounds they imported into Colorado a string of slaughterers headed by "Bat" Masterson.

There was not a man on either side who would not argue that his company was wholly in the right, "and," he would add, resting his rifle in the hollow of his left arm, "proceeding within the law." For example. A big Irishman in a red shirt was heard to say: "I'm a law-abidin' man, an' I believe in lettin' th' law have its course at all times—only in this case I know the Rio Grande's right an', begorry, I'll fight for 'em."

Judge Bowen's decision caused the greatest confusion. By it he directed the sheriffs of the several counties to take possession of the Rio Grande property, and they began to serve writs upon the officers and agents along the line.

On the night of June 10, 1879, President Palmer tapped the wires on each side of the station at Colorado Springs, made a loop through his residence, and sat all night listening to messages sent over the line by the Santa Fe. Colonel Dodge, Palmer's general manager, had established a line of mounted couriers, with stations every twenty miles, over the entire road, for they must not attempt to use the telegraph. By these couriers they hoped to be able to run trains until such time as they could get possession of the telegraph offices.

They were reasonably sure that Judge Hallett would reverse Judge Bowen on the 11th, and so the order went forth to Palmer's people and to the sheriffs along the line to swoop down upon the enemy at 6 a. m., and capture the road. Accordingly, on the morning of the 11th, a posse under a sheriff, armed with a Bowen injunction, marched upon the station at East Denver and captured it. At West Denver the station was found locked, but the door was forced and an operator installed at the key. To and fro along the line the mounted couriers were galloping with messages from General Palmer or Colonel Dodge. Up from the south came ex-Governor A. C. Hunt, another Rio Grande general, with a formidable army that swept everything before it as effectually as did the army of Sherman in its march to the sea. The Santa Fe people, as soon as they learned what was going on, concentrated their forces at Pueblo. That important point they had determined to hold.

Bat Masterson with his imported slayers, was in possession of the stone round house, and all Rio Grande men walked a wide space away. The Santa Fe people had for forty-eight hours been

urging Governor Pitkin to call out the state troops, but the governor said he could not until there was some demonstration of unlawful force, and even then the sheriffs must first exhaust all means in their power to preserve the peace before he could act. When the fight was once on it was found that the Rio Grande men were in need of restraint instead of encouragement. Santa Fe employees were pulled from their engines and thumped into a state of obedience to the commands of the Rio Grande officers. Santa Fe sympathizers fought as fiercely, only they appeared at all points to be in the minority. Under the direction of General Manager Dodge a train was made up at Denver to start south. Manager Kramer, of the Adams' express company, hung his messenger about with six shooters and locked him up in the car. Colonel Dodge said the Rio Grande company would run the express business from now on, but, to avoid delay, allowed the Adams' car to remain in the train. President Strong, with a team at a dead run, drove from his hotel to the station, where Colonel Dodge was making up the train, and all the people of the town who were awake, ran after him, expecting that upon his arrival at the station the shooting would surely begin. Probably at no time in their lives, before nor since, have these two officers known such a trying moment, but they were too wise to begin themselves a battle which they knew they could not stop. Finding Dodge in possession of everything in sight, Mr. Strong made a rush for the courts.

By the time the first train pulled out of Denver the whole state was swarming with armed men. But from Pueblo county came the cry of a sheriff who had been unable to serve the Bowen writ and dislodge the Santa Fe. There Masterson not only held the round house, but the station and the offices. Some of the Rio Grande men conceived the idea of stealing a cannon from the militia to batter down the round houses, but they found that Masterson had it. Finally Masterson was "seen" by Mr. Weitbree, and the round house was surrendered. Ex Governor Hunt followed up this bit of diplomacy by capturing all the small stations along the line, and placing the property of the Denver & Rio Grande at Canon City in the hands of the owners. On June 12 General Palmer was in entire possession.



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PROFIT SHARING IN SAXONY

One of the most encouraging signs of the times is to be found in the growing disposition on the part of capitalists and employers in European countries to recognize the rights, and make generous provision for the needs of their employes. Something of this has been shown in the descriptions we have given of important industrial communities in both France and Germany, but the reform is by no means confined to those we have mentioned. Equally zealous efforts are being made in Saxony along the same general lines, and, in many instances, with most excellent results. The recently published report of J. C. Monaghan, who is consul for the United States at Chemnitz, Saxony, contains an account of one of these undertakings which is of especial interest from the fact that a good many able economic writers are disposed to discredit the idea of profit sharing wherever advanced. The institution described by Mr. Monaghan is the paper factory of Sieler & Vogel, situated in Grimma, Saxony. According to his account this factory gives employment to 285 hands, of whom seventy are women. So frugal have they always been that a large per cent already own their own homes, but for the others the firm has built commodious tenements, and leases them to employes for from \$15 to \$20 a year, in spite of the fact that the interest on their investment runs from \$45 to \$55 in the same time. A community store furnishes them with all kinds of goods at a small advance on cost prices, while the net earnings, amounting to something like 10 per cent, are divided among the patrons. Liquors are excepted from these sales from the fact that the gentlemen at the head

of the concern desire to discourage their use. The savings bank pays 5 per cent on deposits, instead of the 1½ to 3 per cent usually paid by such institutions in that country. The public eating house furnishes a wholesome meal for the insignificant sum of 5 cents. At the close of a ten year term of service each male hand receives, in addition to a badge of honor, an age premium of from \$15 to \$16, and each of the women, \$10; after twenty five years, the former get \$75 and the latter \$50.

About the year 1870 the proprietor began dividing certain surplus earnings with all his laborers—those who were paid by what they made. The exact method of making this division is not given, but the amounts received by the workmen are said to be considerable, reaching as high as \$75 and \$100. Out of a pension fund, established by gifts, laborers disabled by accident or sickness are paid \$25 to \$40, in addition to the amount required to be paid them by law. The employes pay 2½ cents weekly for medicine and medical attendance in case of sickness. Those called to serve as reserves in the army, or for practice in the landwehr, receive full pay during this time.

Mr. Monaghan evidently regards the success of this experiment as being established, speaking of it as follows: "The thing is an established fact and a success. The experimental period has long been passed. It is a successful answer to the heartless joint-stock company. It shows how even these might make the lot of the laborer less hard and the burdens he must bear a great deal lighter."

"MERRY CHRISTMAS TO ALL."

With this number *THE CONDUCTOR* closes its thirteenth volume, and, bearing the fruits of another year's effort, awaits, with its readers, the coming of the "Merry Christmas Times." It is appropriate that this, the last feast of the "good old year," should be held sacred to the affections. We have passed the portals of the house of

most precious of all gifts, in token of its being still held in loving remembrance, we may well, in keeping with that example, make glad the hearts of our loved ones by bestowing upon them reminders of the affection which unites us. It has been well said: "Without love, this world would, indeed, be a barren waste. It



Thanksgiving, and, with spirits chastened by the lessons there received, hasten on to the temple dedicated to Brotherly Love, the mainspring of Christian civilization, the central thought and abiding hope of our organization. A love as boundless as the infinite Oversoul drew back the canopy of the heavens on the glad night, now so long past, for mortals to hear the promise of peace and good will to all men, and it is no more than meet for us to approach the commemoration of that event with spirits attuned to the same divine harmony. As the world was then given the

doubles our joys and divides our sorrows. It alone, makes life worth the living, and in it alone, can be found hope for the future of the race." This is especially true to us, since our organization is founded upon the undying principle of brotherly love, and to it we look with unswerving faith for the removal of those burdens which now oppress all those doomed to live by labor. We can well afford then to set apart a season in which this benign spirit shall reign supreme. Let us approach its celebration with consecrated hearts, ready to put aside all the cares, vanities

and passions, which burden our poor humanity. Let us remember that the love giving birth to this celebration embraced all mankind, and each do his best to see that every heart within his influence beats in full accord with the time and the occasion. In some countries the beautiful custom prevails of never allowing the Christmas season to pass without bringing reconciliation wherever there has been estrangement, and it is one we all may adopt with infinite profit. Remember those who are bowed down with grief and those upon whom misfortune rests most

heavily, and be assured that all the light you can bring into their lives will shine with ten fold brilliance upon your own. Weld anew the ties which bind those who are nearest and dearest, and thus you will be doubly fortified against the trials the future has in store for all. That your Christmas may be full of the love that blesses both in giving and receiving, and that the coming New Year may abound in continuing blessings for its readers and all the world, is THE CONDUCTOR'S Christmas greeting.

AFTER THE NAIL TRUST.

The action of Judge John H. Baker, of the United States Court, for the district of Indiana, in granting a temporary order restraining the wire nail trust from preventing a manufacturer of wire nail machinery from selling machines to a concern not in the trust, is attracting widespread and favorable attention. The men who are seeking to break down this great combine under the Sherman anti-trust law, are especially jubilant, and feel that their cause is more than half won. It was evident, from the opinion of the court in granting the restraining order that there were warm times in store for the trust when the case came up for final hearing. This opinion was given orally, but the following extracts from it, as reported for the daily papers, will be found to be good reading.

A corporation is the creation of the law. It derives its very power to exist from the law. It has no rightful authority to form a combination or conspiracy with any other corporation. An aggregation of corporations for the purpose of raising prices and controlling the markets of the country and making illegitimate gains from the people, is unlawful, in violation of good morals and sound public policy, and is dangerous to the welfare of the people. It is the duty of the courts, as well as that of the congress of the United States, to exert the full measure of their power for the purpose of suppressing all such unlawful trusts, combinations and conspiracies.

In this case the combination was shown to be a conspiracy of the corporations engaged in the manufacture of wire nails to control the market price, to regulate the output of each factory, and to crush out and suppress all competition in the market, and by trickery and intimidation, to prevent manufacturers of wire nail machines from manufacturing any such machines for anyone except a member of the combination. This trust has, by bribery and intimidation, prevented the wire nail machine manufacturing company of Anderson, Ind., from carrying out a contract lawfully entered into with the plaintiff to furnish them forty wire nail machines. This action on their part directly affects the interstate commerce between the state of Indiana and the state of Ohio, and falls within the very letter of the anti-trust law of July 2, 1890.

There is no doubt in my mind that such a combination is illegal, and that its purposes are violative of sound public policy. The common law expressly forbids the organization of such combinations, composed of numerous corporations or firms. They are dangerous to the peace and good order of society, and they arrogate to themselves the exercise of powers destructive of the right of free competition in the markets of the country, and by their aggregate power and influence imperil the free and pure administration of justice.

As I said in the case of the National Harrow Company vs. Quick et al. (87 Fed. reports). "In a case of doubt I feel it my duty to resolve it in such a way as will not lend the countenance of the court to the creation of combinations, trusts or monopolies." They have already grown to alarming proportions and the courts, to the full extent of their powers, ought to discountenance and repress them.

Similar cases are pending against this same combination in the courts of other states, and the final decision reached by Judge Baker will be anxiously awaited by the parties in interest as well as by the people generally.

The only argument of real weight advanced by the defenders of these trusts is their tendency in the past to lower the cost of their products to the consumer. This has unquestionably been true in a measure, that is, prices have ranged lower since their formation than they did before. It remains for the future to determine, however, how much of this was due to the economies attendant upon the concentrations effected, and how much of this decrease was arbitrarily made for the purpose of keeping out competition until firm control of the markets had been secured. From the first the warning has been sounded that, as soon as these self styled "conservators of the public weal" had the people securely enough in their clutches, prices would go up to the extreme limit of endurance, and signs are not wanting indicating this time to be near at hand. The course of the coal, nail and glass trusts has been pointed out and the sugar combine now appears to be preparing to

follow in their footsteps. A short time since the directors of this illegal organization announced the existence of an abundant supply of sugar in this country, and ordered the refinery at Baltimore to be shut down. A minority opposed this action and they were promptly frozen out to make room for men more nearly in touch with the majority. This action is taken by many of the men who are best posted in such matters to mean but

one thing, shutting off the supply in order, ultimately, to advance the price. Whether this proves to be the case or not the power already held by these men over one of the prime necessities of life is a constant menace to the welfare of the people and should not be permitted. It is to be hoped they may be brought to bar before some such presiding officer as the one under whose castigation the nail trust is now writhing

A DISTINGUISHED TRIBUTE TO RAILROAD MEN.

A late issue of the *New York Journal* contains an interesting account of the Congress of Criminal Anthropologists recently brought to a close at Geneva. This congress was held in connection with the great Swiss exposition of the past summer, and was attended by the most noted specialists in that line known to the world. The sensation of its sessions was a paper read by M. Tarde, of France, in which he proved, with a conclusiveness astonishing to his hearers, that the men who work with their hands are of better morals than those who are employed at brain work alone. The point in this of especial interest to our readers is the high tribute he pays to the railroad men, placing them as the most honest and trustworthy of all the classes working at trades.

Most of the investigations heretofore made of this subject have been along the line of environment, but this M. Tarde discarded, believing occupation had a great deal more to do with growth of crime. He found no lack of evidence tending to establish the general principle, that a profession which cultivates conscience in a man very largely reduces his tendency to crime; that a profession which tends to make a man careless in any way has a bad effect upon his morals. Thus, while he does not admit the priests of France to be better in the start than the artists, the priest's constant training in keeping the secrets of the confessional, in constantly examining his own motives and condemning them when bad, and in exhorting others to obey the laws of God and man, materially modifies his own tendency toward wrong doing. On the other hand, the reckless, bohemian life of the artist predisposes him to the commission of crime. The moral scale established by M. Tarde is on a basis of 10,000, his percentage indicating the proportion of criminals to each 10,000 of the total number of men and women employed in each profession. According to this scale 71 represents the backsliding of the clergymen, while it takes 449 to cover the wickedness of the artists. Professors and instructors in schools and colleges are found to be twice as wicked as the clergy, though this is

in a measure explained on the ground of the smallness of their pay and the greatness of their necessities. Physicians make an excellent showing because of the stern self-control they are called upon to exert at all times. Men of letters, journalists and savants are found to be but little better than the artists. The percentage of the artists has been given as 449, and the class last mentioned are charged up with 402. Leaving here the professional, the writer speaks as follows of the industrial criminal:

M. Tarde finds that the proportion of criminals among men who work at trades—who work with their hands—is precisely three-fifths as great as the proportion among men who work with their heads. He also finds a very great difference in the number of criminals in classified groups among the workmen and tradespeople, just as he does among professional men. Perhaps the most striking fact in his whole deduction is that of all workingmen the railroad employe is the most honest. This he may with some logic attribute to the fact that the railroad employe is trained in habits of promptness, exactness and devotion to duty. Like the soldier, he must recognize discipline, and the government impresses upon his mind that his personal responsibility for the lives of the people who entrust themselves to the railroads for transportation is very much greater than the personal responsibility of the soldier. The honesty of the railroad men (rather than their dishonesty) is her aided by the fact that 102 represents their crime.

This investigation has developed some curious and rather startling facts regarding the crimes of people engaged in the various trades. The men employed in the manufacture of food and food products are found to be very wicked, their wrong doings reaching the alarming total of 915. Sailors are supposed to be as reckless as any other class of men, but their percentage is only 325. This, however, is explained on the ground of their being so much of their time at sea, where there are but few opportunities for the exercise of their criminal tendencies. Four hundred and seventy eight out of every 10,000 men and women in France engaged in the manufacture of articles of pure luxury are convicted of serious offenses every year. This degeneration is supposed to have

arisen from the fact that their work is in one sense unnecessary. "The fact that only 176 of those whose employment has to do with the toilet pure and simple are sent to prison every year out of 10,000 so engaged, would seem to be another argument in support of the statement that cleanliness is next to godliness."

The question of heredity in crime was very thoroughly discussed earlier in the sessions of the congress. Most of the savants present were inclined to the belief that heredity had very little to

do with the commission of crime, attributing it in most instances to a lack of moral education and good environment. This view was strongly combatted by M. Bertillon, the celebrated Frenchman, who is perhaps best known to the world through his system of identifying criminals by measurement. No man comes in contact with more professional criminals than he, and he contends that it is very often possible to trace the crime taint through generation after generation of the infected families.

TO PROVIDE HARMLESS LABOR FOR CONVICTS.

During the present winter the legislatures of many of the states will be in session and the time is propitious for calling their attention to the solution of the convict labor problem. A great many plans have been proposed, and nearly all of them have features of merit. The latest declaration on the subject we have seen was by President Riefler, of the Illinois State Federation of Labor, who devoted to it a considerable portion of his recent annual address to that body. He advocates the employment of convicts at such industries as may contribute to the support of the charitable institutions of the state, and upon such public works as would not otherwise be undertaken. This is substantially the same plan as was submitted by Labor Commissioner Dowling, of New York, to the Prison Commission of that state last year and incorporated in his recent report. In his opinion the first step to be taken in order to bring about this reform is the abolition of all labor saving machinery in the prison workshops. Then the men should be employed in the manufacture of everything which may be used in any of the different state institutions, such as shoes, clothing, furniture of all descriptions, tinware, brooms and brushes, the manufacture and repairing of wagons and carts, tools, etc., etc. They might also be used to advantage in quarrying and cutting stone for public buildings, the manufacture of lime and cement for use in all institutions supported wholly or in part by state or county, and in the erection and completion of all public buildings now under the jurisdiction of the Superintendent of state prisons. What is meant by this last is that everything necessary to the construction and completion of these buildings should be done by the convicts. The use of prisoners in breaking stone for the improvement of the public

highways is also advocated, and it is recommended that this stone be given to the different counties and towns free of every charge save transportation. The argument urged in favor of this last proposal is the great inducement there would be for the improvement of the public highways when it could be done at such relatively slight expense. The raising of vegetables to supply the demands of all the state prisons, hospitals and asylums, could easily be added. This could be given to the prisoners who have but a year or less to serve, and by the exercise of proper discretion, men could be selected who would give little trouble and would not attempt to escape. While this would not leave such institutions directly selfsupporting, it would effect a great saving to the taxpayers of the state in the cost of the improvements made and the benefits arising from taking the products of this labor from the general markets, would compensate the people as a whole, many times over, for every deficiency.

Superintendent Pilsbury, who has charge of the penitentiary on Blackwell's Island, New York, and who has a national reputation as a manager of prisons, has given this system a thorough trial and finds that it works to the satisfaction of everyone. The officials of that state are earnest in their investigations of the subject, and their experiments may well be expected to lighten the way for others not so far advanced. The problem is a difficult one, and its solution must not be expected on one trial or a dozen. The thing first to be done in those states where the reform is not already under way, is to convince the legislators that the people behind them will not be satisfied until this wrong is righted, and the future may then be trusted to work out the way in which it may be done with the least hardship to the deserving.

CONDITION OF LABOR IN NEW YORK.

The Thirteenth Annual report of the Bureau of Statistics of Labor of the State of New York for the year 1895, which report was transmitted to the Legislature in March, 1896, has been received, and contains a mass of information of value to anyone in any way connected with, or interested in, labor or labor organizations. On the progress of organized labor the Commissioner says: "The progressional tendency of organized labor is engrossing public attention throughout the civilized world. It has reached that stage of its development where it is not called upon to explain the reasons for its existence, for its manifold benefits are now recognized in every well-regulated community, and it is universally conceded that its demands are oftener just than otherwise. In these days of thought and action the claims of labor command that respectful consideration which they certainly merit. This is due to the progressive spirit of the age and the widespread knowledge that the principles of conservatism are deeply implanted in the basic structure of the protective and beneficial institutions of the working people." The report gives exhaustive statistics showing the condition of the organized workers on July 1, 1895, as compared with corresponding date of preceding year. Under this head the subjects offered are, wage rates and working time, success of the movement for a shorter working day, number of men employed and unemployed, membership of labor organizations, together with remarks on matters pertaining to the labor movement in the state and numerous suggestions as to legislation needed for the improvement of the working people's conditions.

One hundred and sixteen reports were requested from organizations of employes of steam railroads on the question of wages. Of these, one hundred and twelve reported no change, one reported a decrease, two reported an increase, and one failed to report. The question of employed and unemployed workers is recognized as one of great importance to every community. The Commissioner, on this subject, says that he has had to depend almost entirely upon information received from labor organizations, and that, while a very few claimed that it was impossible to furnish accurate data, the greater portion of them replied. Of the steam railroad employes these reports show that there were employed in 1894 6,725, unemployed, 160. In 1895, 7,313 employed, and unemployed, 251.

Seven hundred and eighty-six organizations re-

port that in July, 1894, 107,837 of their members were employed, or 75.6 per cent of the membership of the organizations reporting. In the corresponding month of 1895, 848 organizations reported that they had 132,260 members employed or 80.4 per cent of their membership. The percentage of unemployed members in July, 1894, was 24.4. in July, 1895, 19.6.

Many propositions for legislation calculated to improve the conditions of the workers have been submitted by different organizations to the Commissioner and are embodied in his report. Careful attention is given to the subject of prison labor and to expression of opinions as to the proper application of the provisions of the new constitution of the state, which is plainly intended to remove prison labor entirely from competition with free or honest labor. This is a very important subject and the claim that prison labor should not, in any sense, compete with free and honest labor is so reasonable and so clear that it must be patent to anyone who is not financially interested in keeping up the competition.

On the subject of immigration the Commissioner says: "Immigration has always been a matter of serious study among labor organizations. The chief ground of complaint is the remarkable promptitude with which a very large class of aliens return to their mother country. They manifest no desire to become citizens of the United States or show any disposition to propagate the growth or prosperity of the state or city wherein they have found employment. The evils of the present immigration law are well known."

The sentiment among labor organizations in the state in favor of mediation and arbitration as a means of settlement of disputes seems to be steadily growing, and the Commissioner notes with pleasure the fact that cordial and pleasant relations between employer and employe very generally prevail, and that these conditions are steadily growing to cover more territory and affect more men.

The report contains a compilation of the labor laws of New York, which go to show that there has been placed on the statute books of that state a very large amount of legislation intended to benefit workingmen and women, and to relieve them from oppressive conditions. So long as the legislators manifest such interest in the welfare of the working people, and so long as the commonwealth keeps up such bureaus and publishes reports which express so clearly and plainly the

actual conditions and facts, there is every reason to believe that the cause of organized labor is steadily progressing, and that it is working out to

a reasonable degree the good which is expected from it, and for which it struggles.

The Imperial Railway of China has ordered some locomotives from the Baldwin Locomotive Works, of Philadelphia. Li Hung Chang found out several things during his tour of question asking in the United States.

The convention of the United States Garment Workers' Union has been postponed until the second Monday in February. President Reichers having gone into business, Louis Kallen, of Chicago, has been chosen to succeed him as the executive head of the Union.

Under the direction of the State Federation of Labor, an effort will be made to secure the passage, by the next Indiana legislature, of a law providing for factory inspection, and the regulation of the employment of women and children. A bill compiled from the New York law was introduced in the last session, but failed of passage through want of time. This same bill will be again proposed, and it is hoped that its enactment may be secured.

Some time since the workers of St. Paul commenced the formation of an organization for the express purpose of pushing the union label. Nothing beyond preliminary work was done, as it was then thought best to wait until after the election excitement had died out. They have now formally organized, able officers have been selected, and everything is in readiness to take up this important matter in a systematic manner. If the same could be done in many of the other cities of this country something might be gained for the label, but, so long as the agitation is allowed to drift in the present indefinite way, nothing more than local successes may be expected.

The report made to the Federation of Labor by Secretary Denny, of the Iron Moulders' Union, regarding the condition of that body, is encouraging in the extreme. In his opinion, the system of high dues and increased benefits, adopted last year, has proven to be a wise one, and under it the union has prospered. A number of contests have been gone through with during the year, and generally the results have been favorable to the men, notably the strike at Detroit. On the whole, the Secretary felt that the Moulders had

done well, considering the depression in business, and are now in a position to take advantage of whatever good times the future may have in store.

The Supreme Court of Utah has declared constitutional the law passed by the legislature of that state last winter, limiting the daily hours of labor in underground mines to eight. This law was attacked on precisely the same ground as was the Illinois statute limiting the hours of women in factories to eight, but the conditions were different. The constitution of Utah requires the enactment of laws "to provide for the health and safety of employes in factories, smelters and mines." The measure in question was passed in accord with this constitutional provision, and the court held that limiting the hours was a suitable provision for the health of the miners. It was also held that the change was made in due compliance with law, and hence was not in contravention of that section of the Federal constitution upon which the opposition to the Illinois law was based.

The sixteenth annual convention of the American Federation of Labor is but fairly under way and ready for business as we go to press with this issue. Under the official call it was to meet in Cincinnati at 10 o'clock on the morning of the 14th inst., and continue in session until all the business brought before it was completed. This organization has never met under more favorable auspices than at the present time. The report made by Secretary McCraith to the Executive Board a short time since, shows its affairs to be in a most encouraging condition. According to this report, which covered the time from March 1 to October 1, with a supplement bringing the figures down to October 17, the Federation gained 68,292 members during the past year. During the seven months covered by the report, 197 charters were granted, six of them being national, twenty-one central, and two state organizations. A comparison of this period with the like one in '95 shows a gain of \$2,445.17 in per capita tax, and of \$2,010.31 in supplies. From this it will be seen that the Federation is flourishing, in spite of the hard times, and there is no reason to doubt a continuation of the excellent growth already made. Reports already at hand show the attendance to be large and full of enthusiasm. A number of questions of vital im-

portance to all labor will be thoroughly discussed and the action taken will carry no little weight in their final settlement. Taken as a whole, the present convention promises to be the most important and most influential of all those yet held by the Federation.

Henry C. Stanley, a railway expert from Australia, is making a study, in this country, of American railroads and railroad methods. He states that, at the present, there is no uniform gauge in railway construction in Australia. In Queensland the gauge is three feet, six inches; in New South Wales, four feet, eight and one half inches; in Victoria, five feet, three inches, and in West Australia, three feet, six inches. This, of course, necessitates transfer of freight and changing of cars for passengers, occasioning great delay and inconvenience. The Australian railways are owned and operated by the government, the first road having been opened in 1866, since which time 2,500 miles have been built and equipped at a cost of about eighty-five millions of dollars. The first section of the Cairns Railway cost \$160,000 a mile, while the last of the Southern & Western Railway cost only \$10,000 per mile. The railway debt of Queensland is \$85,000,000, for which government bonds have been floated in England, originally bearing 6 per cent interest, which has been reduced to 4½ per cent. He says the roads earn a little more than 3 per cent above operating expenses, and the government has to make up by tax a little more than 1 per cent on the debt for maintaining the railways. Passenger and freight rates are considerably higher in Australia than in the United States; the government determines the question of rates, and these rates fluctuate in different parts, according to the amount of business done and service rendered. Mr. Stanley states that American built locomotives are regarded as better adapted to their use than the English type, and says that many American locomotives are now in use, and many more are in the course of construction. He states that the government control of railways is not, in any degree, a source of corruption in politics, the whole business being done under a strict system of civil service. It would have been interesting if, in this same connection, Mr. Stanley had told us something of the rates of compensation of railway employes there, as compared with those in North America.

The employes of the Union Pacific have long been assessed for the maintenance of a hospital fund, and they are now asking the Federal Court to give them representation on the board en-

trusted with its management. This representation, they contend, is no more than simple justice, but has always been denied them. Their petition further sets forth that the officials have made no accounting, and have administered the fund without letting the employes know anything about the amount collected or the cost of conducting the department. The court is then asked to decree that the receivers are simply trustees, and may be called upon to render an account of the funds in their possession. The administration in the past is admitted to have been satisfactory, but abuses have crept in which work great hardships on some of the men who are obliged to contribute. One of these disadvantages is found in the case of an employe who is so far from the hospital as to make his removal impossible. He is compelled to pay his own expenses, even though he may have been a contributor to the fund for years. This is said to bear especially hard upon telegraphers. It is also asserted that incompetent physicians are often employed, and their services must be accepted, or the men must pay their own bills. Other organizations of a similar nature are cited where the men are allowed representation in the management, and, in the opinion of the petitioners, it would be no more than just for the Union Pacific to adopt the same plan. Their request seems to be eminently fair.

The recent decision of Judge Mitchell, of the Minnesota Supreme Court, in the case of P. H. Rahilly, appellant, vs. St. Paul & Duluth Railway company, respondents, is another severe blow to the ticket scalping fraternity. The opinion holds in substance that a passenger holding a ticket purchased and signed by another is not entitled to ride on such ticket as it is non-transferable. It goes even further, holding that the passenger is not entitled to ride, even though the ticket be not signed by the original purchaser, since he accepted the conditions attached to the sale of the ticket and printed thereon. On the question of refusing to pay fare unless the conductor returned the ticket proffered, the court holds: "Plaintiff had no right to refuse to pay his fare unless the conductor would return the ticket. Even if the conductor had no right to take it up, it was the plaintiff's duty to leave the car or pay his fare, and then pursue his remedy against the defendant for wrongfully withholding his ticket." This would seem to clearly establish the contention of the road that a contract ticket is not personal property subject to transfer, and makes the use of such a ticket at second hand an illegal act. The right of a conductor to take up a ticket which he believes to be in the wrong

hands is not directly touched upon in this decision, but, to the lay mind, it would seem to be carried by the reasoning on the other points. However this may ultimately be decided by the courts of last resort, the occupation of ticket scalping has received a decided backset in Minnesota, and the roads may be pardoned for rejoicing greatly thereat, in which rejoicing many conductors, who have been annoyed and placed in false light by the practices which go with this business, will join.

The late rapid increase of electric transportation, and the competition for suburban and inter-urban traffic of steam roads thus introduced, is likely to exert a very marked influence on wages and conditions of employment of a large class of railway employees. The cheapness of operation of these electric roads, coupled with their cheap construction, renders it possible for them to make rates which the steam roads are unable to meet without making large reductions in their operating expenses. These reductions must come largely

from decrease of wages or decrease in the present number of employees, so as to correspond with the number of employees employed by the electric roads, or both together, as conditions may seem to require. Already in many parts of the country the steam roads have been forced to reduce their train force, by reducing the number of suburban trains which compete with the electric roads, and it is only a question of time when a general reorganization of suburban and inter-urban train service will be inaugurated to meet the competition of these electric roads. The steam roads are not likely to let a paying branch of business be taken away from them without an effort to prevent it. The railway labor organizations are vitally interested in this question. They should not sit idly by until conditions are forced upon them before they begin to act, but should take measures to protect themselves while they have a chance. The weak point is the employees of the electric roads, who are not properly organized, and are not in shape to resist reductions in wages nor prescribe conditions of employment.

BORROWED OPINION.

The printing trades of Albany, N. Y., are much concerned at present over the attitude of the state prison commission of that state, in favoring the establishment of printing plants in the prisons for the purpose of furnishing the stationery used in the state departments. Resolutions condemning the proposed plan in unmeasured terms will probably be passed by the local unions, and committees appointed to wait upon the prison commission and protest against a measure designed to benefit law breakers at the expense of honest men — *The Typographical Journal*.

An experiment worth watching began in Boston a few days ago in the formal opening of the John Howard Industrial Home for discharged convicts. The undertaking is based on a conception of the anomalous relation rigidly maintained by society towards its members who have violated its laws, and who, therefore, are marked as persons to be shunned and kept out of the way of honest employment. This, of course, is not the ostensible theory of the penal system which civilization has found necessary to establish for its protection from the vicious and weak, but it is the practice, nevertheless, and the experiment now being tried at Boston is intended to fit the practice to the theory. * * * It is to provide for the convict during this transition period between his release from prison and the mapping out of his future course, that the Boston home has been founded. * * * The institution there was started by a man who had himself experienced the hard lot of the ex convict, and his limited resources proved so beneficial for the purpose in view that soon the attention of philan-

thropists was called to it and they have enlarged the scope and systematized the operations of the refuge. The place is not designed as a permanent home for its inmates. Its sole object is to provide shelter, board, clothing, and associations which appeal to the latent manhood of those who seek its benefits while waiting for honest employment. — *St. Louis Republic*.

If you wish to deal the sweatshop a mortal blow under the fifth rib, patronize the stores that handle union label goods. — *San Antonio Dispatch*.

The wire nail trust that raised nails \$2 a keg in one year, ended today. Agents are now scrambling to sell nails at \$1 below the trust's circular prices. The prices that are now in sight will astonish many. It is said that the trust forced prices from 80 cents to \$2 25 a keg, and, after securing fabulous profits, it became arrogant and finally crushed itself by going too far. — *Oneonta (N. Y.) Critic*.

The already large number of union labels continues to grow. There is now such a gallery of them that it is impossible to make each one familiar to the members and friends of labor organizations, though vast sums of money and much valuable time is continually being expended in this direction. Co-operation in this matter is practical, and the different unions interested would gain by centralizing their efforts on one trade mark, which would stand for all alike, and which in a short time would be known from the Atlantic to the Pacific. — *Toledo Union*.

At last the deadlock is broken and a general and widespread feeling of relief and joy is over

the window glass workers and manufacturers. The signing of the window scale Tuesday has been the best news the trade has heard for many a day. Everybody welcomes the return to work, and activity is to be seen about factories that have been as silent and deserted as a prayer meeting since May 29. The conditions of the agreement are such as to send both the manufacturers and workers back to work with a feeling that it was the best thing they could do for their respective interests. The nature of the scale is in the shape of a compromise, yet the workers can well claim they have secured somewhat the best of it, since they have forced the manufacturers up $7\frac{1}{2}$ per cent from their original position and may be able to get the rate demanded at the outset.—*Commoner and Glassworker*.

When the union men of Minneapolis read of the convenient and commodious headquarters of other cities and then contemplate the so called headquarters (hindquarters would be more appropriate) of this city, it is enough to make them turn green with envy. The unions should give their heartiest support to the Trades and Labor Council in its attempt to secure a central location where we may have headquarters in reality as well as in name.—*Minneapolis Union*.

The Brotherhood can do without revolutionists. It does not want revolution. It wants consistent progress. It can do without self-appointed leaders. It stands unqualifiedly for majority rule, and he who leads should represent it. We cannot hope to right all wrongs in a month or a year. These conquests are the continued life work of generations. The best fulcrum on which to place the lever to lift up mankind is the moral consciences of men. Then put at the lever constancy, and the power is complete. Those who listen to their own consciences will see that their duty lies not only with but within the organized efforts that are being made in which they are sharers by virtue of their association and positions. We are nearing that high tide of human touch—Christmas—when the softening influences that the evidences of love, sympathy and fellowship give bring us nearer in sympathy with the teachings of the Great Master. Let all on that day grasp the hand of fellowship, smilingly forgive and forget whatever our differences may have been.—*Locomotive Engineers' Journal*

If the Legislative Boards of the various railroad organizations are to do much in the way of active legislation this coming winter it is time they were getting down to work. Election is over, and the new and old legislators will be found pretty much as they always have been, where questions looking to legislation are concerned. If the railroad men of the country expect legislative relief they must get down and work for it, let their desires be known, and keep pushing the legislatures for their enactment into law. The correct idea of reform is through wise legislation, and the *Journal* believes that if the proper pressure is brought to bear, legislation that will pass the inspection of the supreme court will be enacted, and prove beneficial to the interests of railroad men. * * * The representatives of the men cannot accomplish a single thing if the men allow their

interests to be neglected because of lack of personal attention. Organize your boards and then give them your help. Ask for legislation conferring equal rights. Do not overstep the bounds of reason, but when you have become convinced that something is necessary, be consistent and brave enough to ask for it.—*Railroad Trainmen's Journal*.

Before the nineteenth century man sought the Golden Age in the past; evolution bids him look for it in the future. This planet has been a fairly comfortable abiding place for the rich and the great, but the good time for the common people seems to be dawning. When the incalculable force which machinery can put at the service of mankind is fully apprehended and righteously employed, an improvement in material conditions now impossible to comprehend will take place; and if this material improvement is followed by the moral and intellectual improvement made possible by the changed conditions, the Golden Age will have dawned.—*Mrs. Marie C. Kemick in The Arena*.

The thing which most impresses observers from abroad in our American life is the heterogeneousness of our population, the strange and varied mixture of nationalities which go to make up the body politic. While the processes of assimilation may work rapidly, yet the vast masses of new material precipitated into the national crucible can not be absorbed at once, and cannot fail of leaving their impress upon the entire mixture even when absorbed. Past environment has done a great deal in shaping all of us, and present surroundings cannot overturn the influences of heredity, of former association, of prior beliefs and experiences. Professor Vigoroux of the Musée Social, of Paris, who is making a careful study of some phases of the social movement here, informed the writer that he considered this heterogeneous quality almost the distinctive mark of the American labor movement, as compared with the labor movement abroad, and found it a very puzzling quality to estimate. Our trade unions, for instance, with their conglomerate membership partaking to some extent of the characteristics of the various nationalities, are a much more complex problem than those of Great Britain, France or Germany. While it is true that the American type is being slowly evolved, yet there must necessarily come a certain amount of friction and contention before a distinct and universal policy can be assured.—*The Labor Leader*.

The Connecticut State Federation of Labor endorsed the bill of the bakers of that state for sanitary bakeshop inspection. Labor Commissioner Horne, of the same state, has also compiled statistics of the condition of the bakers and bakeshops for submission to the incoming legislature, which, we are informed, will prove an unanswerable argument in behalf of the law proposed by the unions. The latter are doing their utmost through the newspapers and the distribution of literature, to arouse the public to the urgency of bakeshop sanitation. The outlook for the passage of the bill in this state is bright, and it is to be hoped that our locals will persist in the agitation until success is assured.—*Bakers' Journal*.

It is a beautiful tribute to the American character, strange and incomprehensible to the aristocrat and king of Europe, but understood by the aristocrat and common people of America, that, in our country, the people may be relied upon in any emergency, to exercise the function of government; and that, if even they do make a mistake in the verdict of one campaign, and that fact is afterward shown, they will soon correct that mistake. The honest judgment and the true conscience of the American people always reasserts itself in behalf of that government of which Lincoln spoke so eloquently at Gettysburg as a "Government of, by and for the people." Our people may differ in political opinions—which difference is the life of republican government—but when an issue is settled, we all return to business with renewed energy and encouragement. The American people rest serene and confident in their strength and power, and hope of the future.—*The Express Gazette*.

Political economy and human brotherhood—in their truest sense, one scientific and the other religious—are two kindred ideas as inseparable as man's soul and body. Our organizations are not places for partisan discussion; of that all are agreed. But we submit that the science of political economy is not partisan, nor is the doctrine of mutual interdependence and human brotherhood sectarian. The world without either of them can not get along. And as the churches have forgotten human brotherhood, and statecraft ignores political economy, organized labor must take them up, and not only teach them but bring about their practical realization, else monopoly and animalism ruin both man's physical and spiritual estate.—*The Labor World*.

Chicago has done its own lighting for years, and although its plants may not have been run as economically as they should be, the city has had better and cheaper lighting than it probably would have had, had the lighting been done by private contract. Detroit has been operating its own plant now for over a year and is furnishing much better service at less expense than when the lighting was done by private contract. If the general government can operate an efficient postal service, and if our cities can operate extensive waterworks and other institutions, there is no reason why they should not also operate their own lighting plants.—*The Electrical Worker*.

Apropos of extending the "Tobin" or the eight-hour laws of New York state to other states, care should be taken to fully investigate judicial decisions already rendered in that state on those laws. It appears that in the appellate division of the supreme court of Buffalo, Justice White gave an opinion that the law specifying that "only citizens should be employed on public buildings in that state" was unconstitutional. Later on this decision may be reversed by the court of appeals, but it is well to bear it in mind where legislation of this kind is in contemplation. Very able lawyers have declared that a state has as much right to say what class of men shall put up its buildings as to declare what material can be used. Be this as it may, branches can best secure the advantages of a bill by trying in its makeup and enactment to eliminate therefrom all clauses about

which there may be a doubt.—*Granite Cutters' Journal*.

When over thirty-four thousand shares of sugar trust stock are sold—or gambled on—in a day, and when a like business is done in the shares of other trusts, it shows how rapidly what was once the legitimate business of manufacturing is being forced by monopoly to a purely speculative basis. Why not enforce the laws and restore fair trade? *The Columbus Record*.

The standard of manners changes from age to age. This is why the elderly person thinks politeness has gone to the dogs. Doubtless this is why Burke thought courtesy had vanished with the French revolution. It is not at all the case. The standard simply changes. The thought is a comforting one. Gentlemen do not now address a lady as Mistress So and so, with many genuflections and great formality. It is not that they are less polite, however. It is simply that the standard of politeness has changed. In other words, well bred society of any age is essentially considerate. Be the forms what they may, underneath all is consideration. But manners, it must be said, do not belong to the work-a-day world, and one is not wise to look there for them. The world is busy. It has not time for politeness, and it ought not to have. Indeed, the world would never get on in the modern sense until it discarded pumps and stockings, ruffles and swords. Politeness is not of business, and business is the watchword of the world today. This utilitarian age counts the cost, and bends manners to its dealings.—*Indianapolis News*.

When Hon. J. W. Leedy becomes governor there will be many places to fill. Hon. J. Bruce Lynch, of this city, is the present warden of the penitentiary. Would it not be in order for Chanute to have the warden for another term? And, if so, would it not be right and proper to give this place to one of the railroad boys? There are plenty of competent men in the employ of the Santa Fe at this point, and should they select one of their number and push him for the place, his chances would certainly be good.—*Chanute (Kans.) Blade*.

One of the best things Central Labor Union has done for many months, was the provision made last Sunday for the appointment of a label committee. Each organization represented is requested to select from its membership a member for this committee, and to forward the name of such person to Mr. Herman Christen, at cigar-makers' headquarters, Court Place. The object of the committee is to boom and protect all labels of organized labor in this city.—*New Era*.

There should be no intolerance in any reform organization. Every man has a right to his opinion and to express it. You have no right to impugn his motives because he does not swear by some little plan that you have had so long that it has become outlawed. His idea may be better than yours, if you take the trouble to examine. To take an idea on somebody's say so, and then ram ahead blindly, treading on everybody's corns and damning everybody who thinks they have as much right to the road as you, may be the height of partisanship, but it is worse than idiocy.—*The Carpenter*.

It has been well said that the objects of trade unions are strictly industrial and technical. In political questions the interests of their members are no greater than those of other citizens. This lesson is a simple one, yet to many trade unionists it appears to be one of the most difficult to learn and observe. The present campaign shows that considerable progress has been made in the right direction. Men prominent in the labor movement have been active partisans on both sides of the main question, but all efforts to commit any of the larger unions to an expression of opinion or an endorsement have been futile. This is encouraging.—*Metal Polishers' Journal*.

The eight hour day was put into effect by Phillip of Spain, a monarch whom nobody will describe as a social democrat. In his instructions to the viceroy of the Indies the king said: "The workmen employed in the erection of fortresses and royal factories shall work eight hours per day only, four hours in the morning and four in the afternoon. The engineers must see that the time for work is such that the men are exposed as little as possible to the heat of the sun and that their health is preserved as much as possible." The order is dated December 20, 1593.—*Oneonta, (N. Y.) Critic*.

With 29,014 station agents and 73,569 "other station men," the greater portion of whom are under the supervision of station agents, in the United States, according the interstate commerce commission's statistics of railways, on June 30, 1895, with a station agent for every six and one-quarter miles of railroad, should not this class of railroad service benefit by all that is to be gained by the pooling of their interests, the interchange of their views and the operation of a mutually beneficial feature? If, as admitted by all authorities, there is good derived from a general interchange of ideas and concerted aims so long as the end sought is honorable, certainly the station agents should again unite in the efforts now being made to form an organization. With the vast numbers to draw from and the spirit being manifested by those who are undertaking the scheme, there should spring a creditable and beneficial order.—*The Railway Agent*.

Trades unions have proved their value to the wage-workers by increased wages, better hours and more just treatment. No other ism has done this; therefore it is inconsistent and dangerous for labor to permit any interference with the operation of trades unions. Let the advocates of other theories for the amelioration of labor's condition organize themselves, establish their own council chambers and carry on the work of education along their particular lines of thought, leaving the trades unions the same liberty of action. There is no good sense displayed in tearing down a good house before one has material for a better one. Trades unionists are striving to educate men up to that standard where they will appreciate the value of unity of action and thought as a protector

of labor. There is no need of organized labor hanging on to every political or economic kite that is let loose in the industrial world.—*The Railroad Telegrapher*.

The rising of trusts in the last eight years has been a great menace to our public safety and peace. While some defense for trusts can be made on economical grounds, the impersonality of these great corporations, the lightness of the individual responsibility placed upon the members makes it questionable whether they should be permitted to go uncured much longer. It is freely charged that they control legislation and invade the courts. We know quite well that they crush out free competition, and in their extremes of rapacity are merciless in seeking out for destruction the poorest shopkeepers in the smallest country towns. The fifty-fifth congress will have to meet and fight them, and it will require great patience and patriotism to conduct the battles so that the rights of property and the rights of the individual shall be properly conserved.—*Elmira, (N. Y.) Telegram*.

You may think that because your trade is now in a fairly prosperous condition and has no disturbances on its hands that you have no need of the assistance of organized labor, but you're as certainly off your block as though you were to bet that the sun doesn't shine. Call for the label insist upon having it. Every product of unionism that is disposed of is one more demonstration for your employer that union labor sticks together and it's a mighty strong factor when that shall have been brought about.—*Midland Mechanic*.

A workingman, knowing his own interests to be identical with those of the working class in general, and recognizing himself to be the victim of the vicious system of production in the present society based on exploitation, will gain that class-feeling necessary to champion the rights of the working class, that is the emancipation of labor. Our principal work of propaganda, therefore should be toward awakening that class-feeling, that bond of solidity between the workmen of all branches and of all nations.—*Labor Standard*.

An indication of the general course of western railway earnings this year is given by the monthly statements of the railroad commissioners of Michigan. In that state, which has about 7,600 miles of road, the gross earnings for August were \$2,545,883, or \$74,560 less than in August last year; while for the eight months to September 1, the aggregate earnings were \$19,201,865, an increase of \$658,321, or 3.42 per cent over the same period in 1895. If the remaining four months continue even this moderate rate of improvement over last year, it is perhaps as much as is now to be expected.—*The Railway Age*.





Editor Railway Conductor:

Gloria Division, No. 38, has been wearing a smiling face of late, the addition of two new, energetic members (Sisters Burbank and Cross), and the presence of Sister Brenizer, another worker, after an absence of two years, being ample reason to bring smiles to the faces of a much more prosperous Division than ours. Altogether, we have passed a very enjoyable year, blessings outnumbering the sorrows, speaking in a general way.

December, e're she passes out, seems to open wide the whole year's book. How many uncertainties she reveals, that at last lead into pleasant paths. How many dark forebodings that hung like storm clouds o'er the head, have passed, bringing into brighter effect the succeeding rays of light. Those changes, common to human existence, must in time come to all. Yet we involuntarily hear a sigh of relief as each year draws to a close, "that none of them came this year." Yet, from past experience, we are compelled to say that sorrow is not without its own rich reward. There is a depth of peace and holiness we seem unable to attain without its sublime influence. And though we would and should enjoy the day while it is ours, taking mental pictures of its passing blessings, let us also remember that the coming night hath also a recompense in its sweet rest and peaceful dreams. Therefore, we would say to those of the Auxiliary at large, to the readers of THE CONDUCTOR in general, who may have been called to realize the loss of dear friends, or have been plunged into grief of any kind in the past year, let us make our "night" a season of "refining chastisement," not a "punishment" under which we "writhe and complain."

As a member of a woman's club we have often debated, in mind, the possibility of the Ladies' Auxiliary to the O. R. C. being eligible to a membership in the "Federation of Women's Clubs." It appears to me that it would be a great benefit to most of us, if attainable. I have often felt a strong impulse to ascertain for myself, yet have always been restrained by the feeling that it was not my place to make inquiries in that direction, as that would naturally fall upon the chief officers of the L. A. if considered advisable by the members.

With best wishes for a joyful Christmas and blessed coming year.

Marion, Iowa.

MRS. N. D. HAHN.

Editor Railway Conductor:

How many of us on this national day are completely united around the festal board? I think we will find in many homes the chair at the head of the table vacant—the cause: on duty.

The members of Columbine Division wish to ex-

tend their thanks to the Sisters at Galesburg for their kindness and sympathy shown our President, Mrs. Gilmore, during her illness while visiting there.

Since the weather has become cold and out door pleasures have become a thing of the past, we have organized a society for social and literary purposes, to which we gave the name of the Columbine Circle. The following officers were elected: Sister Perkins, President; Sister Cook, Secretary. We are to meet at the Sister's homes, in alphabetical order, twice a month.

The Salida Mall gave the following account of our Thanksgiving ball:

"The ladies of the O. R. C. Auxiliary may well feel proud of the successful consummation of their Thanksgiving ball. Socially and financially it was a complete success.

At 9 o'clock the orchestra, composed of Messrs. Chapman, Rose and Kirkbridge and Mrs. Chapman, struck up the grand march and fifty couples, led by Will Peacock and Mrs. D. P. Cook, joined the line of march. Later, others joined the dancers, making fully sixty couples on the floor. The receipts from the sale of tickets and admissions amounted to over \$100, which fact caused the ladies to smile quite contentedly. But this success was so well deserved that nobody begrudged them a single cent, and were themselves very glad.

The balcony and columns were festooned in the national colors, all converging in the center, which was formed by a huge Japanese umbrella with a conductor's green lamp suspended underneath. Around the walls were railroad signal flags in groups, with red, white and green lamps. Every color was in harmony and showed that no small amount of artistic labor had been expended in the work.

At 12 o'clock lunch was served at the Grand Restaurant, after which many of the dancers returned to complete the last half of the program."

Salida, Colo.

MRS. J. A. BURGESS.

Editor Railway Conductor:

It is my pleasant duty to announce that Maryland Division is prospering finely and is in excellent condition to commence the new year. Our meetings are all well attended, and an encouraging interest is shown.

The kind invitation to attend the first anniversary of the Division at Baltimore was accepted, but regret to say that we could not be with them. We rejoiced greatly over the visit of our Grand President, and her kind words of good cheer were appreciated by every member of the Division. We

all hope she may be able to stay with us longer the next time. We also enjoyed a visit from Sister G. W. Miller, President of the Division at Pittsburg. Come again, Sisters, we shall be glad to see you at any time.

The removal of Sister Rector leaves a vacancy in our ranks that it will be difficult to fill, but we are trying to find consolation in the thought that what is our loss is the gain of the Sisters in Pittsburg. May she have every success and happiness in her new home. Sister Burns is home again after a short visit in Pittsburg and other points in Pennsylvania.

Sister Shipley was unable to attend our last meeting, owing to the illness of her husband. We all hope for his speedy recovery. It is to be hoped that Division 263 will elect a correspondent for the coming year so we may hear from them occasionally. Brother Shober was so unfortunate as to drop a coupling pin on his foot and thus disable him for a week or two, but he is now able to be out again.

I suppose it is now on the program for the members of the L. A. and the O. R. C. to talk convention until we all meet in Los Angeles next May. I, for one, would like to meet one and all of you. A hearty welcome awaits any Sister visiting in Cumberland.

MRS. J. W. WALSH.

Cumberland, Md.

Editor Railway Conductor:

Each month I have looked in *THE CONDUCTOR* expecting to see something from Lake City Division, No. 94, but have looked in vain. So, if the elected correspondent will pardon the liberty, I will take it upon myself to try and give the Brothers and Sisters some idea of our doings since organizing.

Lake City Division, No. 94, was organized April 30, 1890, with eighteen charter members, Grand President, Mrs. Moore, being our organizer, assisted by Sisters from Buffalo, N. Y.

We were greatly pleased to be organized by the Grand President and hope she will never have cause to be ashamed of any member of Division 94, and truly hope she will never miss an opportunity to visit us.

Our officers elected for the year were: President, Mrs. J. Comerford; Vice-President, Mrs. F. Huffman; Sec. and Treas., Mrs. F. Lytle; Sen. Sister, Mrs. G. Hedges; Jun. Sister, Mrs. W. Carnes; Chairman Executive Committee, Mrs. W. Stewart; Guard, Mrs. J. Harris; Correspondent, Mrs. I. Bumpus.

Our officers and members, who are all active ladies, seem deeply interested in the work, and altogether I think our Division is prospering and will be a success.

We have given three socials and all have been successful, both socially and financially, which has added much to our pleasure and a neat little sum to our treasury.

The report of our Treasurer showed the Division to be in excellent condition for a new Division.

A cordial welcome will be extended to any visiting Sister. Success to all O. R. C. and L. A.

Erie, Pa.

MRS. W. S. MILLER.

Editor Railway Conductor:

As you have not heard from Division 41 for some time, I will tell you what we are about. We are having a good attendance now, although there has been a great deal of sickness among the children

in our city that has deprived some of the Sisters of the pleasure of being present.

We have had with us Sister Arnold, of St. Louis, and enjoyed her visit hugely. She gave us an interesting talk and some useful hints. We are pleased to say that our climate did her daughter good, and we hope they will come again.

Our Division gave a "card party" the 24th of October, which was a success socially as well as financially, and we intend giving another the 3d of December, and the Sisters all feel sanguine of success.

Division 36, O. R. C., give a grand ball and banquet the 25th, Thanksgiving Eve., which is looked forward to at present.

With best wishes for the Order and all Sisters.
Pueblo, Colo. MRS. D. W. EDMISTEY.

Editor Railway Conductor:

As Division 86 has not been represented in *THE CONDUCTOR* for some time, I take great pleasure in again having a word with you. There have been no news of importance until recently, and that probably accounts for our slackness in correspondence, but we expect, in the near future, to have some kind of a monthly report.

Our recent meeting being the first in December, we found it necessary, along with a lot of other Division work, to have an election of officers. Installation followed, and it all was very interesting.

We gave our first annual ball in A. O. H. hall on the evening of November 19. The attendance was large, much beyond what we had expected. The hall was tastefully decorated with house plants and chrysanthemums, and the music was furnished by the Willoughby Orchestra in a manner which reflected credit on its members and added no little to the pleasure of all present. We could not but be pleased with the success of our first undertaking in the amusement line, and think we did well, considering the age of our Division. It is to be hoped that this will not be our last attempt. We expect to have, in the near future, a social and literary entertainment, which will be equally as well attended.

The Division unite with me in sending best regards to all the O. R. C. MRS. L. E. LANTZ.
Lincoln, Neb.

Editor Railway Conductor:

Here we are actually into the first week of winter and our days of lazy loafing over, and, thank heaven, our hot waves also. It is strange how quite content we are to dream away the hot summer days, doing only the work which is absolutely necessary, I suppose, on the same principle as that which prompted the philosopher to enjoy life as much as possible because he would be a long time dead. We shall certainly have a long winter before us in which to work and be energetic to our hearts' content.

Our regular meetings have been held during the summer, but with nothing of special importance to mention. The meetings were not as well attended as they might have been, owing to the warm weather. Quite a number of our members reside out in suburban towns, and I did not blame them for not coming into the city, for it was like an oven, where the thermometer stopped recording, because it was not long enough.

Our membership has increased but little, but we stand in fair prospects of an additional number in the near future. Mascot Division presented a handsome pin to our Past President. Sister Beales made a nice little presentation speech, which was answered suitably by Sister Mooney.

We hold our club meetings once a month. The last one was at the home of Sister Beales, and proved to be a most enjoyable affair. Sister Walker, of Concord, N. H., entertains us next month. We are glad to receive good reports from Sister Minnum, who has been seriously ill, and also from Sister Peckham, who has been sick with typhoid fever. We hope to have their cheering presence with us before many weeks. At our last meeting it was decided to send \$5 to the Home for Aged and Disabled Railroad Men at Highland Park, Ill. As the year is waning we wish THE CONDUCTOR a most happy Christmas and a prosperous New Year.

Boston, Mass.

ALEXANDRIA.

Editor Railway Conductor:

The members of Charity Division, No. 61, still register in, although the register station and hour of arrival are changed. We now register the first and third Wednesdays of the month at A. O. U. W. hall, corner Court and Fourth streets, at 7:30 p. m., instead of 3:00 p. m. The change was made for two reasons: first, in our old Division room we were never allowed to have any kind of entertainment or serve refreshments, and we thought it a much better plan to secure a hall where we could do both; second, there are so many of our ladies who find it impossible to leave their homes and families in the afternoon, but can get out in the evening. We are anxious to have every member attend as often as possible and shall try the evening meetings for awhile and see if we can do better. It is very discouraging for those who do attend regularly not to have more members out. Can't some of the Sisters give some hints how to stir up those among us that need stirring up and so get them out oftener?

Our Division was delightfully surprised some time ago by the gift of a beautiful pair of gavel, which were given us by Sister Quinn, who had them made while east last summer. We are beginning to feel quite rich (even if the banks do fail), as we are now the proud possessors of a nice set of dishes decorated with our colors and monogram, so now, when we wish to have a supper, we do not have to either borrow or hire. The ladies gave a very successful chicken pie supper two weeks ago in our new hall and, of course, used our new dishes.

Sister Reinsh is mourning the death of her mother. She has the sympathy of the entire Division in her sad loss. Sister Quinn, our Secretary, is also in deep trouble in the continued sickness of her husband, and we sincerely hope that he may be soon restored to good health.

The members of Division 232, O. R. C., are to give their annual ball December 17, and we look towards a good harvest ourselves by serving refreshments at that time. Hope they will have a good crowd out.

MRS. H. C. F.

Sioux City, Iowa.

Editor Railway Conductor:

The members of Monumental Division will not soon forget the night of November 21, as it was the occasion of our first anniversary, and we have now entered on our second year. We feel that there is

every reason to be thankful for the success we have won during the first year. Conductors and their wives were present from Philadelphia, Wilmington, Martinsburg, W. Va.; Newark, Ohio; Grafton, W. Va.; Garrett, Ind.; Chicago, Ohio, and Pittsburg. An address of welcome by our President, Sister Tideman, came first on the program, and was followed by an address from our Grand President, Sister Moore. The last speaker explained the principles of our Order and gave its history from the beginning down to the present time. Her talk was full of interest and instruction to us and to the visitors, and all were greatly pleased by it. We feel confident that those present whose knowledge of our organization was limited, are now able to form a better judgment of it, and we hope that all the wives of conductors who have been dilatory about sending in their applications for membership will take the first opportunity to join, and thus be able to share the benefits of True Friendship.

The most enjoyable surprise of the evening was the presentation, by Sister O'Neill, to the Division of a handsome Bible and altar cloth, the gift of Brother M. J. O'Neill and Sisters Claybaugh, Mitchell, Clough and others whose names I cannot call to mind. It was received by Sister Tideman with a few appropriate remarks. We were also entertained very pleasantly by remarks from different Brothers who all appeared to take pleasure in eulogizing our Order. The talk by Brother Menshaw, of Division 5, was especially amusing and entertaining, and a number of the ladies have been heard to say that he was not a bit too young, as he said his father said he was, to know his number—number 5.

Our Grand Senior Sister, Mrs. B. F. Wiltse, of Philadelphia, was present and gave us a pleasant talk. As she was the organizer of our Division, we feel proud of her, and I can assure you her visit was appreciated. Brother M. J. O'Neill was on hand, as usual, and did all in his power to make everyone as happy as possible. Brother C. Curran more than filled his part when he sang "Judge Duffy," and his recitation of "Jonah and the Whale" was immense.

After a couple of hours of entertainment we marched to the banquet room. There we found tables spread with the favorite "bivalves" of this section, and each one, on turning his plate, was met by a surprise. The surprise of the visitors was noticed at the size of the oysters, when they were only what we get in Baltimore daily. We were greatly pleased to see so many of the Brothers from 337 present, as this was the first time we had been honored by a visit from them. The next step, Brothers, will be to encourage your wives to join us, and if you do, we will promise at our next anniversary to treat you to as nice a table as the one you then saw. We were informed that a good table was a drawing card with the Brothers of 337, and, as it appears to be the characteristic failing of all conductors, we will endeavor to please you at all of our entertainments.

Our Grand President was entertained, while in the city, at the home of Sister Tideman. On Sunday evening the Brothers and their wives called, and a very pleasant time was spent. I think some of the Brothers forgot it was Sunday and the election was over, as every now and again we ladies in the parlor could hear 16 to 1, and something about

gold and silver. On Monday Sister Tideman called a special meeting, which was well attended by the Sisters, who were eager to hear the good advice given by our Grand President.

Election of officers comes at our next meeting, and we are looking around and trying to pick the best. Only one year old, and we have no members who are not eligible to fill any office in the gift of the Division. We trust the lucky ones will do their duty by encouraging the Conductors' wives who are not members of the Auxiliary, to join. Brother Mitzell, of Collins Division, was presented with a handsome gold O. R. C. pin by the members of Monumental Division, for the interest he has always taken in that body, our Grand President making a nice presentation speech.

May the Ladies' Auxiliary increase ten fold during the coming year, and may prosperity wait on all the Brothers and Sisters. MRS. R. H. T.

Baltimore, Md.

Editor Railway Conductor:

I hesitate, not knowing that I will be allowed space, but will write a line, as I am a reader of *THE CONDUCTOR* and greatly interested in your work and also railroad people, as we are of them. My husband is an extra conductor on the Great Northern, and an O. R. C. man. I am not a member of the Ladies' Auxiliary, as I have never lived in a town where there was one, but I am interested in all good work, and must say to the good Sisters, keep on with this good work for it is grand, noble, loyal, and may God bless you is my prayer.

I am so much interested in the Home for Disabled Railroadmen. What a blessing it is someone has thought of these poor men and is working to secure them a home while here on earth. After they are through serving the public they have a place to call home. And I certainly think all railroad men should help with this grand work. There is no other class of men whom we should appreciate as the railroad men. They are sober, industrious, good hearted, and a happier class of men may be found nowhere. They are always willing to give a Brother a helping hand, and how near we railroad people feel toward each other. I think these organizations are grand. What a help they are to the men, and how proud they should be of the reputation they are building up all along. They not only help to educate, but fit the men for a nobler and grander work. I also enjoy the good Sisters' letters so much. They are always thinking how to make someone happy or do something good. Your Grand President must be a noble worker, as she always has such good, kind, and instructive letters. MRS. T. L. HUNT.

Brunswick, Mo.

Editor Railway Conductor:

It is my pleasant duty to report that Sunflower Division, No. 85, is in a flourishing condition. We have a comfortable hall, newly fitted up; have thirty-two names on the roll and good timber yet to be brought in.

November 12 we celebrated our first anniversary at A. O. U. W. hall. The occasion was made one of much pleasure and general rejoicing among the membership, as well as many visitors from other Divisions. Wednesday evening the flyer brought from Turner Division, Denison, Texas, Mesdames Tygard, Gudgeon, Knapp, Strait, S. Watson,

Dill, Hastings, Bledsoe, Arthur, McKey and Oldham. They were met by a committee of ladies from the local Division. The delegates were adorned with large silver stars fastened above the colors of the Order, emblematic of the "Lone Star State." These ladies organized the Division in this city and came to participate in its first anniversary. They were accorded a genuine welcome and added much to the pleasure of the occasion. The evening train brought from Foote Division, Kansas City, Mesdames T. W. Burns, G. F. Leslie, Zone and H. C. Skipp.

The entertainment of the evening was opened with music. Address of welcome, Sister A. O. Brown. Responses by Sisters Tygard, of Denison, and Skipp, of Kansas City. Sister Tygard, in behalf of Turner Division, presented Sister President Maynard, of Sunflower Division, with a beautiful souvenir spoon, and Sister Hudson surprised Sister Tygard with a china bread plate from Sunflower Division. Sister H. E. Brown read an encouraging letter from Sister Moore, Grand President. Then came short speeches from the Brothers, music and literary. After which a most tempting banquet was tendered to conductors and families, which was dispatched with a keen relish.

The affair was charmingly planned and successfully carried out. The evening proved a most merry one to the happy participants.

Let us ever remember "Charity and True Friendship." Love is said to be the fulfilling of the law, as the oneness of soul with soul in appreciation and trust.

MRS. A. O. BROWN.

Parsons, Kansas.

Editor Railway Conductor:

It is with a deep sense of satisfaction and pleasure that I send to you a greeting from Como Division No. 1. A. to O. R. C. We have finally succeeded in establishing a Division in St. Paul, and it is the first in the northwest. If hearsay be true, it will not be the last. Dame Rumor was over from our sister twin, Minneapolis, the other day and took a few of us into her confidence, saying that a number of the conductors' wives had banded themselves together and were making arrangements for Mrs. Moore, our Grand President, to come and complete an organization. If such is the case we wish them Godspeed in the good work, and hope success may crown their efforts. If they find the same amount of pleasure and good that we have so far gained, they will never regret the step.

Our Division was formally organized October 17, last, with a charter membership of seventeen true, earnest, loyal women. I believe all of them have the interests of the Order at heart, and will not rest until the topmost round of the ladder has been reached. We were all more than pleased with our Grand President, Mrs. Moore. We feel that she has been called by Providence for a special work which no one else could do with such entire satisfaction. Her remarks to us that afternoon were words of wisdom and were seeds sown, we hope, upon fertile soil, which, as the harvest advances, will bear fruit ten fold.

We gave Brother J. D. Condit, Chief Conductor of Division 40, the honor of bestowing a name upon the newly born, which he did with satisfaction to all. No better name could have been chosen than "Como." As a state and as a city we are proud of our beautiful Como Park, which has been justly

called "the pride of the northwest." Our prayer today is that we may wear that name with credit and honor to ourselves and to the Order to which we belong. The formal christening was at a reception, given on the evening following the inauguration. Brother M. N. Goss, the efficient Secretary of Division 40 (who is really the founder of our Division), and our Grand President acted as sponsors. Surely, with guardians so efficient to look after our welfare, we cannot fail to grow and prosper.

This reception was a most delightful occasion. For it the use of the entire Pythian Temple was tendered us. The guests were received in the "Blue Room," which, with its luxurious furnishings, was well adapted to that purpose. After all had been received and had been formally presented to Sister Moore, an impromptu program was enjoyed. The address of the evening was given by the Grand President, touching upon the aims, objects and work of the Order. I wish that every loyal conductor's wife in the northwest had been present to be convinced that the work of the L. A. is a grand one, aiming to uplift the whole of woman-kind.

Brother Goss, our newly elected President, Mrs. McCall, and several of the Brothers made brief addresses. Miss Loretta Hickey, daughter of our Vice-President, pleased the audience with several readings, which called forth much well merited applause. A number of Shakspearean selections were given by Mr Johnson, and the remainder of the program was filled in by the Twin City Mandolin Club, they afterward furnishing the music for dancing. In the mean time a number of busy women had slipped into the dining room at the rear and at eleven o'clock served a luncheon that was, as one knight of the rail drolly remarked, a feast for the gods. The evening will be long remembered as a red letter event for both Divisions. It is our intention to give social gatherings of this sort quite frequently during the winter and invite the Brothers in.

We held our first business meeting November 11. Your humble servant was given the honor of representing the Division in the Grand Division at Los Angeles; Mrs. M. N. Goss was chosen alternate. A plan of work was laid out and the several committees were appointed. We have a rich harvest before us if we but prove ourselves earnest gleaners. We must succeed. We will not rest until everyone has been safely housed within the fold. The Division, I think, has chosen an able corps of officers. Our first duty will be to commit the secret work so that it can be given without the rituals. We have, as a member, Sister Wilcoxon, of Des Moines, Iowa, who is thoroughly versed in the floor work, and she has been chosen as captain.

We gave an afternoon Japanese tea party at her home two weeks ago, which was well attended and greatly enjoyed. On Thursday evening Brother and Sister Goss have kindly opened the doors of their home for a progressive clinch party. We are thinking some of giving a ball in connection with the O. R. C., later in the season.

Our officers are: President, Mrs. J. C. McCall; Vice-President, Mrs. D. E. Hickey; Sen. Sister, Mrs. C. Sparrow; Jun. Sister, Mrs. Newell; Guard, Mrs. Cardie; Sec. and Treas., Mrs. O. E. Wilcoxon; Chairman Executive Committee, Mrs. M. N. Goss; Organist, Mrs. T. Sullivan. We hold our meetings the second and Fourth Wednesdays of each month in

Odd Fellow's Hall, 358 Cedar street, but we hope eventually to be located in more desirable quarters and expect to make Pythian Temple, where Division 40 is so cozily located, our home.

On the afternoon of our inauguration we were presented with a check for \$15 from Division 40 to be used in paying for our charter. Fortune has favored us in more ways than one. We appreciate the kindness shown us by our Brothers, demonstrating, as it does, their interest in our welfare. We feel that we have their co-operation and sympathy. Our object has been to build a foundation good and strong, that will be a lasting monument long after our places have been filled by our successors and we have been numbered with the great majority.

The Grand President was ably assisted in the installation services by Sister H. Lowell, of Stevens Point, Wis., who acted as Grand Junior Sister.

St. Paul, Minn.

Mrs. J. C. McCall.

Editor Railway Conductor:

On Saturday, September 26, Division No. 80 celebrated its first anniversary. We met at our hall and practiced our drill, which, by the way, is progressing nicely, under the direction of our President, Sister Walsh. She is entitled to great credit for patience and perseverance. Our leaders are Sisters Smith and Lippincott, who are excellent in their work. We expect to give it at our next installation of officers. After our drill and a social time, eighteen of us went to the Bridge dining rooms and had a supper. Ask the Sisters if they like "chicken pie."

Our trolley party was not so largely attended as we expected, but no wonder, as it was very cold that evening. We kept warm by having a good time. Brothers Walsh and Smith made themselves useful by selling peanuts and popcorn and making everyone happy. After awhile the sales became so scarce that they were obliged to give the rest away, and such generosity you hardly ever see. They were very popular with the children, who, no doubt, thought they were the "fairies of plenty." I think they will continue to punch tickets instead of going into the peanut and popcorn business.

I do not know as I ought to report for No. 9, but, not seeing a letter from them in a long time, I will take the liberty, for when we have company from a distance, we ought to let THE CONDUCTOR know it. Brother Patingill and wife from New York City, were here on a visit with friends, Brother Patingill being a member of No. 9. Both Divisions 9 and 374, with their ladies, were invited one evening to the home of Brother and Sister Burrows, to make their acquaintance. We found them both genial and lively, and we all enjoyed ourselves. A number of our Brothers and Sisters living so far, had to leave at an early hour to catch the last car, or walk a distance of two miles or more, so Brothers Collier and Burrows were out on the back fence watching for the car, with cold chills running up and down their backs, while the rest were in the warm dining room enjoying delicious ice cream, cake and fruit. We hope the Brothers did not catch cold, but they did catch the car. We also hope Brother Patingill and wife will visit us again, and we sometime expect to call her Sister.

Brother and Sister Allen are happy over the ar-

rival of a little one in their family. We hope soon to see her once more in the Division room.

At our last meeting we had the pleasure of receiving to our Order Mrs. Godfrey from Bath, and expect to initiate another candidate at our next meeting. From what I hear, quite a delegation from No. 80 will attend the Grand Division to be held at Los Angeles next May. Success to the Grand Division and all L. A. to O. R. C. "VAN."

Elmira, N. Y.

Editor Railway Conductor:

Upon receipt of the August number of THE CONDUCTOR, I soon found that Division 67 was still silent, with the exception of a brief article in regard to the Club.

I was present at our last meeting, which proved very successful, especially in the matter of attendance. A letter was read regarding an union meeting to be held in Boston some time in November. We anticipate a good time should it be possible for us to attend.

We are planning for a fair to be held early in the coming year, if the necessary funds can be raised. Now, gentlemen of 66, look out for your pocket books. We shall serve hot dinners and suppers, and, as conductors' wives, feel sure that will be a great attraction for our good Brothers. It is our hope that all the members of 66 and their friends will be with us on that occasion. A cordial welcome will also be extended all Sisters who may happen to be visiting in Portland at that time.

Portland, Me.

CORRESPONDENT.

Editor Railway Conductor:

Our next meeting is the annual election of officers. We have had pleasant meetings during the year and have met several Sisters from other Divisions. Sister Northrup, of White City Division, was with us, she also went to Colorado City to visit Sister Landis, and expressed herself as having a lovely time. Our past year has been a successful one.

Our president is one who cannot be excelled; she has spared neither time nor labor to make our Auxiliary a success.

I must say a word in behalf of Division 44. We think a better class of men never graced a Division room with their presence. Our Auxiliary feels indebted to them for their many courtesies shown us, and we all join in wishing them prosperity, and hope their future will be a bright and happy one.

Sister Graham reports her visit east a very pleasant one. She was very favorably impressed with the Divisions she visited, and many were the courtesies shown her during her travels.

Sister W. P. Ogden and daughter were visiting in Salt Lake City in the month of August. They report having a nice time.

Brother Ragon and wife have gone to their old home in Ohio. We hope Sister R. will bring her transfer card back with her. We also hear Sister Beach has gone to Goodland, Kansas, to join her husband. She will be greatly missed from Division 23.

Our Thanksgiving Ball, given at Martene's, was a very pleasant affair. Ices were served, and, notwithstanding the very disagreeable weather, quite a good crowd turned out.

The dime social given at Mrs. E. E. Gordon's, 274 Stout street, was a success. Coffee and cake were served and dancing was the amusement of the evening.

Sisters, let us all try and meet at the convention next May. Quite a number of our Sisters are going. It is with sorrow we have to note the death of Sister Brenahan's husband. She was our President in '94.

As this will, perhaps, be my last appearance in THE CONDUCTOR, I beg to thank all friends for their many kindnesses, and beg forgiveness of all the foes. Wishing our Orders a prosperous future: wishing one and all a Merry Xmas and a Happy New Year, I will make my humble bow.

Denver, Colo.

MRS. E. E. GORDON.

"BE CAREFUL WHAT YOU SAY."

(Written for THE RAILWAY CONDUCTOR.)

In speaking of a person's faults,
Pray, don't forget your own.
Remember, those in houses glass
Should never throw a stone.
If we have nothing else to do,
But talk of those who sin,
'Tis better we first look at home
And from that point begin.

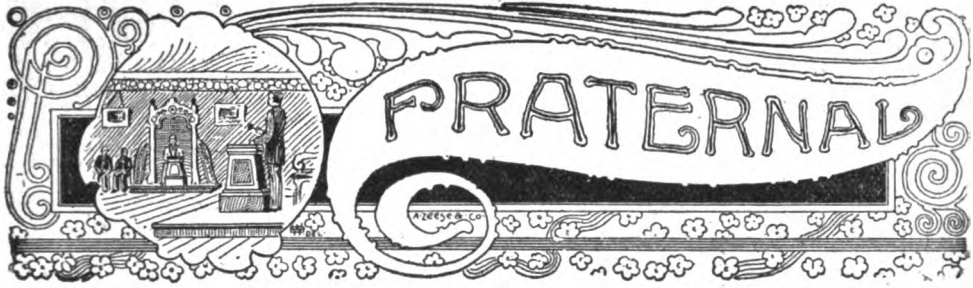
We have no right to judge a man
Until he's fairly tried;
Should we not like his company,
We know the world is wide.
Some may have faults—and who has not?
The old as well as young.
We may, perhaps,—for aught we know—
Have fifty to their one.

I'll tell you of a better plan.
And find it works full well,
To try my own defects to cure,
Before of others' tell;
And, though I sometimes hope to be
No worse than some I know,
My own shortcomings bid me let
The faults of others go.

Then, let us all, when we commence
To slander friend or foe,
Think of the harm one word may do
To those who little know.
Remember, curses sometimes, like
Our chickens, roost at home.
Don't speak of others' faults until
We have none of our own.

Sedalla, Mo.

F. M. CARTER



Editor Railway Conductor:

Another year has passed into history, with its joys and sorrows, its hopes and fears, and many of the brethren have signed their last order and gone to their last reward. Many a sad heart watches the sun of '96, as it recedes to its last resting place, and views the approaching morn of 1897 with hopes blighted, and but a faint view of a better morning. The year '96 will go down, with many, as the darkest year of their lives. Brethren, shall we, in the new year, share the sorrows of the afflicted, comfort the broken hearted, cheer the weary, shed a sympathizing tear with the mourners, or give a cup of cold water to the thirsty, and especially unto those who are of our own beloved Order, their widows and orphans. Let us not forget these loved ones of our family, who most naturally look to us for aid and consolation?

I am happy to state that Division 324 has survived the hard times so far, and has passed through the fiery ordeal of a presidential election, to come out unscathed, a band of Brothers in perpetual friendship. Behind us are the mists, a silvery lining or golden dawn of a better day. As for Bonus, he has fallen farther short of his duty than any, still the spirit that has gone out from the Division room has been caught up by him and he is a happy man today, enjoying the confidence of the fraternity. We expect the Division to make a better selection this year, for a correspondent, and we will hear from 324 every month through THE CONDUCTOR. This is a part that nothing else can supply, and it gives a greater interest and lends a new impetus that is always beneficial to the Order.

Brothers Heck and Crockett have become the happy possessors of a wife each, and are now enjoying the connubial felicity that should have been theirs long ago. May joy and happiness be theirs all the days of their lives, except a few little troubles.

With best wishes for all, and malice toward none, we step down and out as the evening shades of 1896 grow darker, to awake, a private in the ranks of the Order, in 1897.

BONUS HOMO.

Bluefield, W. Va.

Editor Railway Conductor:

Now that the election is finally settled, and prosperity has struck a great many institutions, we hope ours will follow. Our road should be on a rush, but a reduction in the coal mining rate, some time since, has brought us almost to the verge of a great strike, which, if it comes, will almost shut us down. This is but a dreary outlook for the coming winter. I understand that in one district the local consumers offered to pay the operators

twenty-five cents more per ton, providing the miners got the benefit of the increase, but the operators flatly refused the offer. Yet they say they are not making anything. We, who burn that coal, are charged just as much now as when the miners were getting eighty-five cents and \$1 per ton. Now the price paid, or, rather, promised if they work, is forty-one cents per ton, with a raise of five cents per ton at the first of the year. Now, who receives this difference if it is not the operator?

The November CONDUCTOR is almost back where it was, though there are still hints of politics. Still, there is good and interesting reading all through it. Our Brother, "O. R. C.," of Division 301, is of the right type, and we send our sympathy to him in his trying efforts to get the Brothers out on meeting days. He should be in Lorain on meeting days and see what interest we take. If a Brother is absent, he is surely out on the road. It seems strange that any Brother should absent himself when business of importance to him, as well as to the officers, is to be transacted. Our experience teaches that the ones who stay away are the first to find fault, and to accuse the workers of having improper motives, when they do anything that does not please the delinquents. What we want is everyone present at every meeting.

Brother Kaneen had the misfortune to drop a link on one of his toes recently and was laid up in consequence. It was not enough, however, to keep him away from Division meeting on November 15. His smiling face is always welcome, and he is sure to be found working and talking for the good of our noble Order. Look out for his name on the list of officers for '97. We are to have with us a regular Robinson Crusoe, as he threatens to let his whiskeriness and head covering grow, then what a time we can have. The Mrs. says she will clip each spot when it gets too long.

On the 15th of November the C. L. & W. Ry's new book of rules went into effect, and, of course, we were all drilled before. Several comic illustrations were given, but that by one of our Brothers was all right. Without thought of going south you get an order that reads: "No. 3, of February 31, is annulled south of Massillon." The Brother answered, he would run until her time was up, then pull in. As usual, someone laughed, then he tumbled. For further particulars apply to Brother Dickerman.

Brother Hadaway is getting along smoothly in his venture, but fails to attend Division meetings, and his excuse is that he is too far away and it keeps him from business too long. I think his business does not trouble him so much as does the fear that, in his absence, someone might run away

with some of the contents of the house. How is it, George?

J. H. Moore (to be a victim soon for our Billy) while walking with a friend upon one of our improved sidewalks, failed to keep step, and there was an upheaval of walk and down came J. H. He was confined to the house for some time, but is able to be around again and may be found at the voting booth, or, rather, the "hangout."

At our next meeting, December 6, we elect officers for the ensuing year. Our Secretary has given each Brother notice to show up, so there will be no grounds for complaint when the selections have been made. By the action of Lorain Division, all Brothers who fail to pay their grand dues for 1897 before January 1, will stand suspended until paid. The Division is hardly able to carry any of the members along except in case of sickness or accident, and then the matter must be brought before the Division for action. We hope to be able to send a blank report to the Grand Secretary on January 1, and it rests with each Brother to have it so.

Come to our second annual ball, December 31, and spend New Year's Eve with Lorain Division. Will guarantee you a grand time.

L. O. RAIN.

Lorain, Ohio.

Editor Railway Conductor:

Again death has been in our midst, taking Brother Bert Depew, of Division 138. He and his wife had been visiting relatives and friends at Albion, Ind., and he undertook to catch a freight train after midnight, in order to return home. In some way he slipped and fell under the wheels, and was instantly killed. The funeral was held at Albion, November 5, under the auspices of the I. O. O. F. and the Order, the members of the Ladies' Auxiliary and the Rebeccas attending in a body. The B. & O. furnished special train service, expressive of their regard for so faithful a servant. The members of Division 30 of the Ladies' Auxiliary, to which Mrs. Depew belongs, gave evidence that their professions of charity and love were not empty by their ceaseless ministrations in this hour of trial. Brother Depew was beloved by all his associates, and the attendance at the funeral showed his friends to be many.

Brother Gordon has been confined to his house for some time, but is now improving slowly. Brothers Mayhood and Griffin are to be congratulated on their good fortune, though neither one will gain a vote in twenty-one years.

"Extra west on time." Our new card, of November 22, with a double on our night express runs, brings Brothers Peters and Squires in line with Brother Philbrick in extra service. They look well in those new "clows," Brother Squires.

On December 6 comes the election of officers. Do your duty for the good of the Order, Brothers, for we need the very best hand at the wheel next year, and we should make the convention to be held in the Golden State the banner one of all.

J. D. P.
Garrett, Ind.

Editor Railway Conductor:

It is a long time since anyone has had anything to say in the columns of THE CONDUCTOR about old Number 9, and I thought it might not be out of place for me to undertake that pleasant task.

The year is just coming to a close and with it the

business affairs of the Division. The national election has passed, and, we hope, has been carried for the best interests of the whole country. There is another election to be held, of vast importance to every member of the O. R. C., and we hope this will also be settled in accordance with the best interests and for the greatest good to the Order. The offices to be filled both by the subordinate Divisions and the Grand Division, should be filled by the best men; men who have the good of the Order at heart, and will work for its best interests. We believe Number 9 made no mistake a year ago and that we should let well enough alone and retain the old officers. We have made some improvement the year past and have paved the way for greater improvement in the year to come. Number 9 has implored its members, by circular and in other ways, to be punctual in the payment of dues and other obligations, that the Division and its officers might not be ashamed to make a report of our affairs at the end of the year, and, while our efforts have been in a measure successful, there is still room for improvement. Now, Brothers, let us bear in mind the fact that our dues are due in advance for the coming year, and that we have to make our report to the Grand Secretary by March 1, and that our grand dues must be met by that time to entitle us to the benefits of the Order, and dues of each member must be paid to our Secretary in time for him to make out his report and get it in the hands of the Grand Secretary on time. We can enable him to have his report in before February 1, if we will only do our duty. If we will all take the pains to read the constitution and statutes, we will find that that part bearing on this point is very important, and the last circular of the Grand Chief Conductor also brings this to our minds most forcibly. It shows that the time will come when the laws must be lived up to, and who will say that it can't be done, or that the Order would not be the better for it? Where is the Brother who cannot pay his dues in December, or, at least, in January, just as well as later in the year? Brothers, let us get out of the old rut and do business in a business way. We will all feel better and the Order will be more prosperous. Now, while what I have said is especially intended for members of Number 9, I hope that it will be found worthy of thought and action by every member of the Order on the continent.

We have a membership of seventy-two, having added seven new members the last year, and the prospects are good for a larger number next year. It would be very encouraging if the Brothers would come out to the meetings and help in the work that is being done—some of it, at least, of great importance to all.

The members of Number 9 have been appealed to in behalf of Past Grand Chief Conductor W. L. Collins, and the appeal has not been in vain. We also note with pleasure a liberal donation from Grand Chief Conductor Clark. Brother Collins is an old man, known as the Father of the Order. He is totally blind, also his right arm gone, and we are glad we have helped him in his hour of need and feel that it has been worthily bestowed. To Brother Grantier, who has worked hard for his cause, should be given due credit.

The Ladies' Auxiliary are making great preparations for a public installation of officers, and also a very fine entertainment in connection with it.

This entertainment will outdo all former attempts of the ladies, and those who have been in attendance on former occasions will wonder how they can make any improvement, but they are going to do it sure.

L. L. BROWTH.

Elmira, N. Y.

Editor Railway Conductor:

Recently I was at Dubuque, Iowa, and spent the day with my good old friend, Scott Benson. He is about the keenest, up-to-date, division freight agent I know of. One of his especially bright ideas pleases his friends, and proves that old Scott is not far from the head of the procession. He has some well-executed photographs of himself, two likenesses on one card of cabinet size. In one he is dressed in his ordinary, everyday suit, while in the other, facing the first, he is dressed in a heavy buffalo overcoat, with a cap on his head and a whip in his hand. The first figure is, with graceful gesture, saying something to the other which seems to please him mightily. Protruding from the pocket of the overcoat of the second figure, who represents a stock man, is a card, upon which appears these words: "Stock claim settled by the I. C. R. R." Quite a scheme, isn't it? Pleases his friends, and does a little advertising in the side pocket for the I. C.

At the fine depot in Dubuque, built by the I. C. recently, I found a genial old-timer, John Buckley, as station master. John looks as natural and his laugh sounds as cheery as of yore, when he was the mayor of Dunleith, and had charge of the baggage department of the I. C. That line then ended in Dunleith, where its trains made close connection with the palatial packet boats up and down the Mississippi river. What a jolly crowd used to collect about John's baggage room while waiting for the trains. Jake Conant, who carried the mail across the river; Capt. Yates, who commanded the ferry boat; Joe Gates; Billie Enner, at that time a good-natured, big, fat, boy, who sold tickets at the depot, and several of us trainmen, who used always to drop in and listen to the jolly yarns these old veterans had to tell. Often John Buckley would wind up with a poetical selection, which was always good, and was loudly applauded by all present.

Oscar Comstock, who still runs an engine from Freeport to Clinton and is just as full of fun as ever, used to be a special chum of mine. We boarded at the hotel kept by John D. Clise, and had our room in the old Argyle building. Dr. Creighton, a peculiar, old Scotchman, also boarded at the hotel. Oscar and I delighted to eat with the doctor, who sat at the head of the table, with one of us sitting on either hand of him and opposite to each other. Whenever possible, we would induce him to tell a story, and, while these stories were not particularly funny, we would make a great show of being pleased by them. I would reach under the table and kick Oscar on the shins to call his attention to the funny points with many a grimace and wink. Oscar would endeavor to make me understand that he saw it, but finally tumbled to the fact that, while he was having fun with the doctor, I was having still more through the punishment I was inflicting on his shins, and his legs were too short for him to reach over and return the compliment.

Dunleith, now known as East Dubuque, has improved, and does not look as it did. I noticed the

old U. S. Hotel still standing. The stone warehouses on the levee also looked the same. From Dubuque to Freeport I had a good visit with Frank Wylie, who runs passenger train from Dubuque to Chicago. Frank and I roomed together nine years at Amboy. He is a true friend and has a noble heart. In 1874 I was badly hurt near Freeport, and serious doubts were entertained as to my recovery. Frank, who then ran a freight train from Amboy south, came right on through to Freeport on the train he brought in from the south, as he could reach me a few hours earlier that way than by waiting for the passenger. He proved to be as tender a nurse as any woman could have been, and did not leave me until I was able to be moved, although repeatedly called to take his run by his trainmaster. His action was a fitting illustration of Tennyson's beautiful sentiment:

"How'er it be, it seems to me

'Tis only noble to be good.

Kind hearts are more than coronets,

And simple faith than Norman blood."

At Freeport there are few of the old timers remaining. Hugh Wilson, looking as hale and hearty as he did twenty years ago, gave me a cordial greeting at his office in the Stephenson street crossing. I was pleased to see John Wilson, who is stationmaster, paying special attention to the lady passengers. John is as gallant as any gentleman of the old school. The familiar faces of P. H. Murphy, Jim Sawyer, Ed. Jordan, Alec. McCall, and a host of others of the old days are gone. Who does not remember the days of the "Dutch picnics" on the Island, and Bill Mobley, Geo. Dixon and Alec. McCall. One Sunday these three, with a number of others among the railroad boys, went over to one of their picnics. Someone displeased them and the cry was raised, "roush mit 'em." I thought we all should be thrown into the river, but you should have seen the big three, Mobley, Dixon and McCall. They threw off their coats and just knocked them down by the score. Railroad men always enjoyed the respect of those people after that.

Freeport is much changed. The I. C. terminals are there. Tod Mease is one of the train dispatchers. I also saw Scott Smith. They both gave me a cordial greeting and reminded me of the old time, happy days, when, it seems to me, we got more fun out of railroading than now.

D.

Milwaukee, Wis.

Editor Railway Conductor:

New England Division, 157, held their regular meeting on Sunday, November 22, with C. C. Silsbee in the chair and 103 members present. We found Brothers Boyce and Chapman (General Agents of Cushing's Manual), just as we left them in October, discussing parliamentary laws. Which one of them has gained a "lap." God only knows. We also found one candidate in the waiting room, and from appearances he had been duly initiated a short time before, as he was engaged in "taking stock," and had found his balance sheet short of one boot, one vest, one T. D. and ten (3-for-5) cigars, and one leg of his pants somewhat strained. It was discovered that the "goat" had eaten the lot, and at the inquest it was proven that the cigars were the immediate cause of the trouble.

Brother Fisher says he had rather ride the goat again than to "shoot the chute," as the Sisters in Mascot Division make their candidates, for, as Sis-

ter P—talks in her sleep, we have found out why so much court plaster is used, but it is not known yet who drove the nail in the "chute." Could it have been Cal. Brown? Echo answers.

Your correspondent has been away for the past two months, which accounts for Division 157 not being represented in *THE CONDUCTOR*. However, I had, on my trip, the pleasure of meeting with many of the Brothers, and of visiting Division 3, of St. Louis, Mo., and I want to say, right here and now, that I never met a finer body of men than at that meeting. Brother Lewis, the S. and T., is not in railroad service, but is "true blue" in every sense: also Brother Kellogg, who is connected with the Harbor Commission, and Brother Flory, who is one of the Railroad Commissioners of Missouri. I also had the pleasure of meeting with Brothers Bartlett, Past C. C. of Division 44, and Kilpatrick, C. C. of Division 1; also Brother Warren, S. and T. of the same Division.

When one is away from home and loved ones and meets with such Brothers as I met, he begins to realize what the O. R. C. means. Especially in the south and west it means much. Care of the sick, burying the dead, protection and brotherly love for the living, while over all, our insurance supports the widow and educates the orphan.

It was with profound sorrow I learned of the sad ending of Brother E. E. Taylor, who in a fit of despondency, caused by illness for the past ten years, took his own life. He was a "man among men," beloved and respected by all.

There are so many changes in connection with the roads represented in this Division that it is exceedingly difficult to report the Brothers who are sick, to *THE CONDUCTOR*. I wish, however, to report Brother John McDonald, of Eastern Division B. & M., who was badly hurt in a wreck some two months ago, is now able to do light duty, and hopes in a few weeks to be able to resume his run.

Brother Marr, of the N. Y. & N. E., has been presented with twins. Papa Marr reports himself as "doing nicely," and as soon as he gets out, says he will have them "wet," and has named them "Grover" and "Bryan."

Brother Geo. A. Reed, of B. & A. R. R., (and senator from Middlesex county) has been endorsed by the B. of L. E. and O. R. C. as a candidate for Railroad Commissioner for this state. I hope, and I know it is the sentiment of this Division, that Brother Reed will be successful. He is a man who has had thirty years of practical railroad experience, has worked his way from brakeman to conductor, and into our senate chamber. With such a man as Railroad Commissioner we know our interests will be fully protected.

Brothers Harrington and Beaumont, formerly of Ply Division, N. H. R. R., have sold out their milk business. Beaumont is now doing "fancy tricks" on his "bike" at "Keith's." Harrington is practicing the hop, skip and jump on Hudson street, preparatory to travelling next season with the "Wild West" show. Success to you, Brothers.

Brothers Day and Peckham, of Ply Division, N. H. R. R., have moved into their new block at South Braintree. I am informed they have "running" lights and "press button" water, produced by coal found in the early mornings near the tracks. Day finds the coal, as Peckham has had his hands full the past two months attending his good wife, who

has been very sick, but is, I am glad to report, rapidly recovering.

Brother Clifford, of the same division, met with a peculiar accident at Mayflower Park. His engine and three cars left the track, caused by the rails spreading, but his engineer stopped the train without serious injury to the passengers.

Brother and Sister Silsbee, of the Eastern Division, B. & M., with five little Silsbees, have returned from an extended trip to Nova Scotia. Who was it, said they went to Mexico?

Brother Copp, Western Division, B. & M., who speaks five broken languages, has been engaged by the K. of M. at an enormous salary, as interpreter. That's what made him so dry on Sunday.

Brother Walker, South Division, B. & M., is soon to start out with a new improved bungle, in which he has an interest and which we hope will prove successful. It is a very ingenious device, I am told.

Brother Chapman, having resigned from the Legislative Committee on account of his deafness, Brother Brown, of the Fitch, was elected to that office, and I think the Division can compliment itself on having secured such an able man to fill that position.

Brother Fletcher Sanborn, Ply Division, N. H., who, in addition to running his train for the past four years, has been studying, and is about to graduate a full fledged M. D., showing what perseverance and pluck will do. Success to you, Brother Sanborn, no matter if the rabbit you operated on at Shawmut did die.

Brother Haggett, of the same road, has returned from a two weeks' vacation spent in Chelsea, much improved in health and appetite, which the writer can prove.

Brother Mooney, of the R. B. & Lynn, is the only Brother from that road who attends our meetings. Come, Brothers, give an account of yourselves. If we all kept away how long would we have any Division? Brother Cowell, of N. E., was also the only member from that road. Now, Brothers, get a "wiggle on," for it certainly seems that where we meet but nine times in a year, you could arrange to get there five times out of the nine. Why not try for the sake of the officers, who are doing all in their power to make the Division a success, and how well they are succeeding I leave it for my readers to judge.

We are glad to learn that Brother Roberts, Ply Division, N. H., who, through no fault of his, was put back in the baggage car to make room for older men last summer, has been given charge of a train again.

The old N. E. depot is a "thing of the past," and "Dame Rumor" has it, that before many moons the N. E. R. R. will be known as the "Blackstone Division N. Y. N. H. & H. R. R."

Many of my readers have seen the Union Station at St. Louis, which is considered the best in the United States, and yet, as nice as it is, the men have no room of any kind they can call their own not even a wash room. The new Union Station about to be erected here will be the largest and finest in the world, and if the management is left in the hands of that able and efficient officer, J. C. Sanburn, the men can rest assured they will have suitable quarters which they can be proud of.

Brothers Kennard and Sanborn, of Eastern D.

vision, B. & M., have purchased a formula for making orange cider, and are about erecting a factory for producing the same. Brother Kennard can be usually found in the depot, among the tracks, in search of orange seeds for his orange farm at Fells. Brother Sam Lunt, of same road, who has just returned from France, and who is considered an expert and judge of wet goods, says they have a good thing. The writer, however, would be glad to pass his opinion, provided enough of it was sent to take a bath in.

What did Brother Drake, of Western Division, B. & M., mean by arresting that little boy on his train? And what did Brother Walter Brown mean by saying he never saw a boy and man look so much alike? Careful, Brother Drake, how you throw stones.

Brother Hague, the dancing master, tells me he has a new "step" which is proving very successful in his academy. It is called the "Newburyport Movement."

Brother Eagan, Providence Division, N. H., after milking his goat on Monday, tied him to the fence near the track. The fence being weak and the goat "strong" (no joke), he started up the bank across the track, when along came Brother McLoon with the "flier," lifting rope, goat and fence into the air, landing poor Billy—no, Nanny—into a tree, from which she was rescued with no bones broken, but Eagan says at the night's milking he got only skimmed milk.

Brother Merrill, of B. & A., is doing a very successful business catching and raising frogs on his farm at South Framingham. He has educated two of them for the salvation army, as "shouters."

Brother R. A. Knights, of "Squaw-betty" Branch, N. H., is building a house, made in sections, so he can move at short notice. He has put in car windows and objects to having his wife join the "Auxiliaries."

We are talking of having a ball, and as we have been doing the same thing since 1885, it may "pan out." As I am elected Correspondent until 1900 I hope to be able to give the report of it to the readers.

"Turkey day" has passed and gone and X-mas will soon be upon us. Then comes in another new year. How many who were with us at this time last year have been summoned by the Great Master above to give an account to Him who carries the Time Book and makes the schedule of our lives?

Wishing prosperity to our Monthly, a merry X-mas and happy new year to one and all, and trusting to see you all at the convention at Los Angeles in May, 1897, I am
G. E. SMITH.
Boston, Mass.

Editor Railway Conductor:

Brother H. R. Collins was called to Danbury recently to attend the funeral of his aged mother. He and his family have the sincere sympathy of Division 335.

Brother H. M. Hoyt is running baggage car, Concord to W. R. Junction and return. Brother F. P. Gale, of the W. Mts. division, has been sick, but is now able to work. Brother J. T. Woodbury is running baggage car (Claremont Jct. to Boston and return, opposite Geo. Whitcomb.

Evening classes have been started at the R. R. Y. M. C. A., and consist of mechanical drawing, Bible, writing and singing classes. The drawing class

meets Monday evening, and is taught by Mr. Gordon. The bible class meets Wednesday evenings, and is taught by Secretary R. E. Burleigh. The writing class meets Thursday evenings, and is taught by Mr. Heath, of the treasurer's office B. & M. R. R., Concord, N. H. The singing class meets Saturday evenings, and is taught by Secretary R. E. Burleigh. All of these classes are free to members, except in the drawing class; the instruments have to be bought by the members of the class.

I hope as many Brothers as possible will attend the religious meetings held at the R. R. Y. M. C. A. building Sunday afternoons at 3:30, and every last Sunday in the month bring the ladies and children. Secretary Burleigh plays the cornet and his wife the piano, and good music is the result. Come and help sing, and you will be pleased, for I am sure all who attend the meetings enjoy them. Come, and bring some one with you, and I am sure the meetings will do us all good. C.

Franklin, N. H.

Editor Railway Conductor:

After waiting quite a long time, I will try and tell you how Independent Division, 374, is getting along. It is very near election of officers, and this will be my last letter, as I heard some of the Brothers say some time ago that they would put a stop to the roaster. Go ahead, boys, as I have had my fun.

Brother Mangan, I wish you would hurry and send out the long-looked-for invitations, as the Brothers are asking what you are inquiring about the price of furniture for. Brother Lyons says he thinks a double wedding is just the thing. Brother Wilnot would like to know who hit him with the cracker. Ask Brother Collier. Mr. J. J. Connelly says Brothers Rachford, Fairbanks, McCann and Wilnot were looking for oysters in clam soup. How is this, boys? The long-looked-for election returns came when Brother Staples arrived with his "Hickey Hickey" yell.

It is with regret that I announce the death of our late Brother J. H. O'Brien, who died at the hospital, of typhoid fever, Monday, November 2, aged thirty-nine years. The remains were taken to the home of his father and the funeral was held in St. Mary's Church in Baldwinville. Deceased ran a train between Elmira and East Buffalo for the past twelve years. He was a splendid young man, a worthy son and brother, beloved and lamented by his friends and held in the highest esteem by his employers and his associates. The remains were accompanied by twenty-five members of the Order.

Brother E. P. Wilnot starts for a trip through the west for the benefit of his health. It is hoped he will return soon, much improved. J. T. W.
Elmira, N. Y.

Editor Railway Conductor:

Well, election is over and the strain on men's nerves has relaxed and once more we start out with, we hope, a prosperous future before us. May the wheels of industry commence to hum so that everybody can secure work and be happy in the best country on the face of the globe.

Commencing November 1, a change was made in the running of soft coal and local anthracite from Mauch Chunk. Heretofore this coal has been run to Phillipsburg, where it was drilled in station order and forwarded. Now it is being done at Mauch

Chunk, with the result that their yard is in a continual block. I believe it was changed in order that one crew could take the train through from Mauch Chunk to tide water, in place of the two crews formerly employed. The only difference it really makes is, the Mauch Chunk crew pull the coal to Hampton, where they leave about twenty-five or thirty cars, and when enough is secured a run is marked up from there to move it to its destination. I also understand that a change has been made in the freight runs between Jersey City and Philadelphia, by which the P. & R. crews handle all of the freight. Because of this three or four of our crews have been dropped back into other positions. Brother Sam'l Platt, who had one of the freights, returns to his coal run between West Eighth street and Mauch Chunk.

I hear rumors that the ladies of the Auxiliary are soon to hold a social. Brother W. P. Arndt, of Division 153, was struck by the overhead bridge at Elizabeth, N. J., November 9, and was quite seriously injured. He is at his home in Mauch Chunk doing as well as can be expected under the circumstances. Conductor Rinehart was called home November 16 by a telegram announcing that a younger brother, brakeman on the yard drill, had been run over and fatally injured. The brother died shortly after receiving the injuries.

Brother John Heffernan, of Division 291, has moved to Hackettstown, his train laying over there. Quite a number of our members have taken out membership cards in the Railway Conductors' Club of New York.

I read with profound sorrow in the November CONDUCTOR of the death of Brother E. H. Belknap. I shall never forget this Brother's kindness on our trip from Chicago to Denver to attend the Grand Division in 1889. May God comfort and sustain his loved ones.

W. C. ROWLAND.

Phillipsburg, N. J.

Editor Railway Conductor:

Division 114 is still on top. All the boys are doing well and making fair time, though they still look for improvement. The Brothers on freight at Walls report that they are not doing as well as they might, only making three or four days per week, but they expect business to look up in a short time. We are increasing our membership at the rate of two or three nearly every meeting. It is expected that the meeting on election Sunday will be a lively one, as we are going to serve a turkey dinner for the boys. It is to be hoped that this will bring out some of those who find it hard work to attend once a year.

Brother E. J. Miller is out of the hospital, but it will some time before he will be able to take his train again. Brother Frank McDonald, of Johnstown, has been visiting in Pittsburg. He came around to shake hands with his old friends in Division 114 and at the P. R. R. station. Frank is punching pasteboards on the B. & O. between Johnstown and Rockwood and is all o. k.

Brother Webber has been appointed station master for the B. & O., and looks fine as he walks up and down the big shed giving the boys their orders. All the boys wish him good luck. Brother Charles Saylor has moved from Aspen, Colo., to Phoenix, Ariz., so any of the members of the O. R. C. in that part of the country who will kindly call on him will confer a favor on 114. Brother Saylor has im-

proved a little but says he still has the old cough.

Brother Al Barr is going to locate in San Antonio Texas, and will send for Mrs. Barr. He has been in Texas for three months and reports meeting several of our good Brothers down there. His health is improving since he left Pittsburg, and we all hope it may continue. Brother Skep Taylor was around on political business a few days ago, and I might also say hunting the pay wagon. Brother Taylor is one of our very best workers. Brother Pringle has returned from the west and says he met many good Brothers out there.

Brother Behl was on the train the other day. He is looking well but does not come to meeting very often. Brother Cal. Zeth has been out running for Brother Jim Abraham. The latter was taking a vacation, but has returned looking well. Brother Geo. Miller was elected clerk of the courts by the largest vote of anyone on the ticket. He is one of the most popular men in Pennsylvania, and a good O. R. C. man, as all the boys can testify. He is the man who formed the first Division of our noble Order west of the Alleghany Mountains, and has always been with it. He says it will always be first with him. If the wishes of the boys count for anything he will be returned as often as he wants the office. He is known from Maine to California as "Genial George"—true blue.

Brother Chislett took dinner with his friend, Dr. Bullen, Sunday. Brothers Schuler and McGuigan talk nothing but California, and I think they will have a special train for themselves, only. Brother Geo. Vance is out for delegate to the Grand Division, and will be elected by a large majority. Brother S. S. Miller, of the famous Hungarian Special, expects to make the trip, and the boys will have to take care, as Brother Miller is just as liable to be elected Grand Chief Conductor as not. He has such a reputation as an orator and may hypnotize all the Brothers. This is only a quiet tip to watch him with his child-like and bland smile.

Brother Cowie, one of our hard workers, has gone east on his vacation. Brother O'Brian is going to take a trip around the world. If all reports are true, he will also take on a better half. Good boy—O'By. Brothers Ody and Walters are great foot ball fiends. Brother Ody says he would walk forty miles to see a game. Brother Bob Gale is on the B. & O. Brother A. C. Conner has not been well. He has charge of the big electric works at East Pittsburg, and is o. k.

Capt. Wm. Chislett, of the Pennsylvania Limited went to Colorado this week to inspect a gold mine. Capt. S. Miller accompanied him. Both are good Order men, and all the Brothers who meet them will never regret it.

The Pennsylvania Railway Company's O. R. C. excursion to California is filled out, and the Brothers at Pittsburg are trying to have a car put on for Division 114.

Brother Chas. McGuigan has returned from an extended tour of the eastern states.

The Ladies' Auxiliary to 114 gave the Brothers a little surprise last meeting, in the way of a hand-some lunch. It was very much appreciated by the boys.

Our time card changed last Sunday. It did not give anyone a regular run, but made more work for five of our Brothers on the extra list. Brothers Mullin and McGuigan are candidates for the Grand Division. Brother C. Carroll of Jennette, is one of

our best members and is made of the right stuff. He is yard master at that point.

Several of our members called on Bennett Division last meeting, and, if all reports are correct, the boys there are true blue and ten yards wide. I missed the boat, and consequently the trip, and have been feeling sorry about it ever since. Brother Bill Forbes is running through to Altoona on 3-10-1-60.

Brother Funk is going to give the boys a blow out to win votes for some office he is after. He will win, as there will be no opposition. The ladies called on Division 114 last Sunday and gave the boys a nice lunch. All are greatly pleased at the way the dear Sisters treated them, and those Brothers who were absent cannot grieve enough.

Brother Harry Stewart has been appointed passenger conductor. We hope all the boys will give Brother Locard a boost so that he will be the next, as he has stuck to the Order through thick and thin and deserves all that we can do for him. Brother Barrett, of New York, has been visiting in Pittsburgh and Brother McGulgan did the honors for the town. He is made of the right stuff.

Several of the oldest passenger conductors on the Philadelphia division have joined the Order, through the hard work of Brother Foulon. Where can any conductor get better insurance than he can in the O. R. C.? If anyone knows, I should like to be told. I think every member should be compelled to belong to the Benefit Department. This matter should be taken up at the next convention.

Come, boys, attend Division meetings a little oftener. This applies to several—fifty at least—who very seldom attend. Good luck and prosperity to all the members of our noble Order. C. B. B. Pittsburgh, Pa.

Editor Railway Conductor:

To be a good conductor requires prompt obedience to orders, and it is in response to orders from Division 246 that I undertake this letter. Our Division is composed of the very best material we can find of which to make first class Conductors, and we feel that we have reason to be proud of the results obtained. We are not so much interested in the gold standard, reciprocity, free silver, or free trade, but we are interested in whatever is for the good of our class of railroad men. While all this is true, we keep a sharp lookout for the protection of our Order and the property given to our charge. We know that to be a good conductor means to be a man who realizes that membership in such an Order will make him in every respect a better citizen, and how a man claiming to be a railroad man can keep out of it is something we cannot understand.

Before we can call again, the year 1896 will be of the past, and with its departure Division 246 sends greeting to all our brother trainmen, and the hope that they may have a merry Christmas and a happy New Year. And as for you, Mr. Editor, we hope you may be blessed by being allowed to partake of a "plump, juicy goose" for your dinner on January 1, 1897, as the beginning of a prosperous New Year.

The B. & M. is doing a large business at the present time, and we are all proud of the large increase in its net earnings for the year just closing. Our eighth anniversary ball was annulled or postponed in order to give our good Brothers a chance to visit neighboring Divisions and get better acquaint-

ed. Lincoln Division has our thanks for a general invitation to attend their Christmas ball. Several of our members contemplate enjoying the hospitalities of the Lincoln Brothers on that occasion.

Rumor has it that a cold wave is coming. It will reach us about the middle of this month, and will prevail over the whole system. It comes in the shape of a severe "time card and standard transportation rule" examination. The explanation must be in writing after questions propounded by our train master.

Brother J. D. Pennington has returned from his trip to Chicago, where he has been attending to the duties pertaining to the B. V. R. He can now be found on his regular run between Wymore and Lincoln. Brother L. D. Nichols had charge of his car during his absence. Brother G. W. Judd is now taking a little recreation and is over on the A. & U., running the famous "Irish Mail." Local news items are more scarce in this part of the country than toothpicks in China, but we expect 'em to pick up soon. If they do not we will be cross-eyed looking for information.

Brother S. E. Harvey, of St. Joe, is taking a lay off at the present time and visiting friends and relatives in and near Lincoln. He is an old timer and has been on this division ever since it was a road. Conductor A. P. Lonquest will "yelp" the passengers on board until his return. Brother S. N. Cox will be our next delegate to the Grand Division and you "fellers" can all look out for a lively time during the session, as he is a "cracker jack" from Killarney.

Brother C. D. Gaylor, our assistant train master, is in Chicago helping on the Burlington Voluntary Relief Department, counting votes. Passenger Conductor W. F. Smyley is quite a success as a baseballist, but the uniform cap he uses is not suitable for a railroad man, as it is red. While engaged in a game the other day he started after a swift ball, which the board enclosure stopped. Just as he was getting up his speed in good shape, he saw the shadow of the red cap and stopped to get a release and the ball got away. Billy is a first class-fellow and we wish him success.

Our passenger men have dressed themselves in new regulation caps. They are beauties. The "con's" have two "yeller" stripes and a duckbill, resembling the cover of a ham, while the brakeman holds down a silver colored band, similar to a conductor's gilt edged, second pocket album. We would not advise you to twit them about them, as it is not considered safe, if you are very particular about their friendship.

No one can be found who will oppose the railroad conductors. All will admit that they form one of the most trusty, sociable and temperate of all the classes with which the public have to deal, and, all things being equal, they should be recognized along with the other classes in the lawmaking of our country. You can coax them to do anything reasonable, but you cannot drive them, as they are not calculated for that purpose. Why not go to work and get some of our fraternity for legislators, senators, etc., and work our way up? This can be done by merely asking for it. We should try, and try hard, to be among them, as it will do no harm, and may do a lot of good in the future. Deal with our employers gently and teach them the true position we hold in protecting their property. Will some good Brother start the ball rolling?

Wymore, Neb.

P. A. NOSLEY

Editor Railway Conductor:

"The Home" acknowledges receipt of the following donations for the month of November, 1896:

ORDER RAILWAY CONDUCTORS.			
DIV.	AMT.	DIV.	AMT.
22.....	\$ 6 00	229.....	\$ 1 00
63.....	12 00	249.....	6 00
86.....	4 00	271.....	3 00
95.....	7 25	295.....	2 00
157.....	15 00	299.....	2 00
169.....	4 00	324.....	1 00
207.....	3 00	358.....	2 00

Total—O. R. C. \$68 25

L. A. TO O. R. C.			
2.....	\$ 1 00	50.....	\$ 5 00
11.....	7 73	.....	2 00
47.....	10 00	73.....	6 50

Total—L. A. to O. R. C. \$32 23

Total—O. R. C. and L. A.	\$100 48
" B. R. T.	141 40
" B. L. F.	99 08
" B. L. E.	70 75
" G. I. A. to B. L. E.	54 03
" L. A. to B. R. T.	39 07
" L. A. to B. L. F.	4 65
" O. R. T. (Grand Div.)	12 00
" O. R. T. (Div. 58)	12 00

PERSONALS.

S. C. Gingery.....	\$ 1 00
Sounnichsen.....	50
Berry.....	50
Anderson.....	50
Wilcox.....	50
Kaysbier.....	50
Sherwood.....	50
Unknown.....	1 00
	80

Grand Total.....\$539 21

L. A. to O. R. C.—Division 11, seven sheets, one pair pillow slips, six comforters and six towels: Division 44, one quilt.

G. I. A. to B. L. E.—Division 159, three quilts: Division 44, two quilts. F. M. INGALLS, Sec'y.
Highland Park, Ill.

Editor Railway Conductor:

Once more we beg leave to use a little corner in THE CONDUCTOR to represent our flourishing Division—118. What a grand, big, journal it would make, should the correspondent for each Division write just a few lines. I am sure anyone can write and tell who the officers for '97 are. Should each Division do this, and add just a few words, as to the welfare of the members and the progress of the good work, the January and February Conductors would be double in size. Brothers, just try this once and see the result. I expect my term expires with the ending of the year, and I am trying to make as much work for the editor as I can. There are plenty of good correspondents in 118, and I shall be glad to get the burden taken from my shoulders.

We are pleased to learn that Brother Larimer has taken unto himself a better half. We all ex-

tend congratulations to the happy pair, and wish for them a long and pleasant voyage through life. He is back on his regular run, after a honeymoon of 30 days. The preferred run men are doing a good business, but the "wild cats" have plenty of time to play seven up or go rabbit hunting. Indications are very favorable for good business soon, as the weather has been quite cool here for some time, and as soon as navigation closes on the lakes, the "3 I" will get its per cent of the eastern traffic.

The recent freeze was disastrous to the gravel train, and Brother Rundell, who had charge of this train all summer, is on the rounds with us again. Our genial Brother should be of a very sandy disposition by this time, and ought to pull through the winter o. k. Brother Lankford, our good natured passenger conductor, who attends strictly to business, was walking up a principal street in South Bend after the completion of his run the other day, and, on looking up, spied a farmer driving along with a load of hay and several people thereon. Probably through force of habit, he at once commenced checking up the whole layout, and found three deadheads aboard, Brothers Anderson, Simms and Gates. They were enroute for the "3 I" depot, which is located about one mile from the court house. Of course, they tried to explain to the boys that the street cars had broken down, and they were footsore and tired from walking about the city, but it cost them more for cigars to square themselves than a dozen street car rides. Moral, don't beat the street car companies.

The boys are all very busy at present making preparations for the first annual ball of Division 118, to take place December 17. We have sent out many invitations, and a general good time is looked for.

You will, undoubtedly, hear often from our Division, but through another correspondent. Again I would impress upon your minds the extra work I suggested for the editor for January and February. May you all have a merry Christmas and a happy New Year.
H. B. Streator, Ill.

Editor Railway Conductor:

The annual election of St. Johns Division, 196, was held December 6, 1896, and the following officers were elected for 1897: S. F. Shaffstall, C. C.; A. Girardeau, A. C. C.; A. Drysdale, S. C.; E. Steinhouser, J. C.; M. L. Hoover, I. S.; T. A. Jones, O. S. L. E. Spencer, S. & T.; G. C. Floyd, W. T. Hubbard and D. E. Young, Division Committee; G. C. Floyd, Delegate; C. H. Burrows, Alternate.

Installation of officers will take place December 20, and will be followed by a banquet.

A. Girardeau has been appointed correspondent for THE CONDUCTOR.
L. E. S. Jacksonville, Fla.



MENTIONS

W. T. Hart, vice president of the N. E. R. R., died at his home in Boston on the 17th ult. He was one of the best known railroad men in New England, but will be chiefly remembered by the country at large for the determined fight he made in saving the Rutland & Burlington road to the holders of the first mortgage after seven years of bitter contests in the courts.

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It is announced that an electric road will soon be built from Chattanooga to the coal fields of Walden's Ridge, a distance of sixteen miles. Should this project be carried out, it will be a decided invasion by electricity of the field usually reserved for the steam road.

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The much advertised deal by which it was said that the Seaboard Air Line was to become a part of the Southern system, was finally defeated through the opposition of President Hoffman.

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The use of petroleum as a basis of motive power is being tested by the Manhattan Railway officials.

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Patrick Maloney, of Jersey City, enjoys the distinction of being the oldest switch tender in the world. He is ninety-seven years of age, and is still able to handle the switches for hundreds of engines and trains daily.

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The Cleveland World is charged with the following, which it calls "a railroad joke":

A. M. Mozier, superintendent of transportation of the Erie Railroad, went from his office, on the eighth floor of the Garfield building, to R. H. Wallace's office, on the ninth floor, the other day, to talk with the passenger agent about the equipment needed for a big excursion. In the course of the talk, Mr. Mozier told of a large number of cars on a Western road, of which Mr. Mozier was the superintendent.

"That is a pretty big number," said Mr. Wallace, "but I can beat it. Sam Marquis, on the Niles and New Lisbon branch of our road, once took 650 persons twelve miles in three cars."

"You don't expect me to believe that, do you?" said Mr. Mozier.

"It's a fact, I assure you."

"It sounds rather fishy, nevertheless," persisted Mr. Mozier. "If it's true, the people must have been on top of the cars and all over them."

"No, there were none on top."

"Well, I can't imagine how Sam could have done it."

"Would you like to hear me tell you?"

"I certainly would, if you can."

"He made two trips."

The Progressive Tailors' Union, of New York, is liable to have a very peculiar strike on its hands. The employes of a certain clothing contractor have been in the habit of bringing their lunch and eating it at the shop, but he recently issued an order for them to go out and get a square meal. This the men claim they cannot afford to do unless he pays for it, and, as he refuses to bear the extra expense, the union has been called in.

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Maoriland has a compulsory civil service scheme which seems to be meeting the needs of that people very completely. Under it every one who occupies a public position, secured after the passage of the act, is required to take out a policy in the State Life Insurance Department. This policy provides that if he should die before reaching the age of sixty—the statutory age for retirement—his estate receives the amount of the benefit with profits, while, if he should survive that age he receives an annuity for the remainder of his life. If he retires or is retrenched before the age limit is reached, he can either continue the policy or take out a liberal surrender value. The policy is absolutely protected against all creditors, and, so long as the holder is in the service, it cannot be pawned, assigned or diverted from its purpose in any way.

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The Iowa Railway Commissioners are doing a good work in obliterating grade crossings as rapidly as possible. To that end they are refusing all applications for such crossings that are brought before them, when the circumstances will admit of such action.

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The Southern Pacific has adopted the debit and credit system in the disciplining of its men, and still others of the important roads have it under consideration.

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It has been but a short time since the proposition to utilize the immense water power of Niagara for the purpose of furnishing electrical energy for all the contiguous country was regarded as nothing but the idle dream of visionary enthusiasts. On the night of the 15th ult., the circuit between that city and Buffalo was completed, and a force equal to 1,000 horse power was transmitted for the use of the street railways at the latter point. The dream had become an established fact. It was found that the loss of power in transmission was not more than 10 per cent.

and it might not go above half of that. This practically solved the problem, and it is now only a question of time when this great storehouse of power will be serving all that portion of the country. It is thought there will be no difficulty in producing 100,000 horse power, and something of what this may mean may be gathered from the fact that the combined water power of Augusta and Lewiston, Me.; Manchester, N. H.; Holyoke and Lowell, Mass., and Minneapolis, Minn., the six cities of the United States having the largest water power, only equals 93,000 horse power. Should all this wonderful force be centered at any one point, there could hardly be any limit to the manufacturing interests it would be possible to develop there.

**

Miss Pullman selected for the new equipment of sleeping and dining cars on the Iron Mountain line the following remarkable names: Dining car, Quantzintecomatzin; sleepers, Chihiliti and Nezabaulcovatl. Assistant General Passenger Agent Payne wired General Passenger Agent Townsend as follows last evening: "Special train, with delegation of doctors enroute to pan-American congress, arrived at Little Rock thirty minutes late, caused by Dr. Johnson, of Washington, and Dr. Reed, of Cincinnati, who insisted on performing an operation on the name of our dining car. It is very successful and everybody feels much relieved. The greatest satisfaction is expressed at the fine service given by the Iron Mountain, and the cuisine par excellence of the dining car has inspired our poet laureate, Dr. McShane, of Baltimore, who will shortly write an ode."—*Pittsburg Leader*.

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V. T. Malott has been appointed receiver for the entire Vandalia system.

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The Weis Binder Co., of Toledo, Ohio, have sent us a neat and handy binder for THE CONDUCTOR, which is very convenient in that each number can be inserted with a moment's work, and thus all numbers for the year be bound as they come. The company will gladly answer inquiries.

**

In order to permit the use of summer cars in hauling the crowds that will want to attend the inaugural at Washington next March, they have been excepted from the provisions of the steam heating law of Maryland. As the climate of that state is not very severe in the early spring, it is thought there will be no great inconvenience from this action.

**

The Central of Georgia is determined to hold its full share of the cotton trade, and, in order to do it, is negotiating for a direct line of steamers from Savannah to European points. It is asserted that, heretofore, Savannah has been discriminated against in the matter of ocean freights, and this discrimination has caused the loss of a considerable portion of the cotton trade that would naturally seek that port.

**

A Hazleton paper announces that the

palm for forcible, fluent and versatile swearing has been awarded to one of the Lehigh brakemen. The "mule whacker" of the wild and woolly west will have to look to his hard won laurels.

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A POETIC CONDUCTOR.

Among the conductors on the New York division of the Pennsylvania Railroad there is a real, live poet. His train was late recently, and he sent in his detention report to Road Foreman Sanford in this fashion:

Now, Mr. Sanford, you wish me to state
The cause of delay to five sixty-eight;
The wind was high, the steam was low,
And the train behind was a heavy tow;
The coal was poor and would not burn,
The steam was gone and wouldn't return.
And so we stopped upon the hill,
And the angels whispered: Peace, be still!
The steam was exhausted, the engine, too,
So we had to cut our train in two;
And this is the way that we got down
To the far-famed city of Bordentown.
Now, Mr. Sanford, don't get cross,
But show this report to Mr. Moss,
And, if he wishes, to Mr. Waite;
But lay all the blame to 568.

MORAL.

Like a man without a wife,
Like a coach without a team;
But the most useless thing in life
Is a locomotive without steam.

—*Philadelphia Record*

**

New York has long been jealous of the fame which came to Boston through a certain tea party held at the "Hub" some years ago, but the pipers of the metropolis now affect to feel that the demands of its honor have been fully satisfied. A freight float loaded with five cars of coffee recently sank in the East river and New York is now ready to meet all the boasts of Boston and the tea subject with claims of having the largest coffee pot in the world.

**

At the next meeting of the American Traveling Passenger Agents' Association an effort will be made to bind the members in closer bonds of friendship by adding a beneficial feature to their present plan of organization. The proposed amendment is: "That when any of our members, through retrenchment, consolidation or any other causes not of a flagrant nature, lose their positions, they to satisfy the Secretary, giving details, it shall be the duty of the Secretary to advise the members of the circumstances, and it will then be their obligated duty to use every endeavor to find employment for said unfortunates." This is as it should be, and with such feeling nothing can strike down this great organization short of government ownership and control. Other organizations of railway employes could, with much profit, adopt and faithfully carry out such a policy.

**

Claims to the amount of more than \$100,000,000 have been filed in the federal court at Milwaukee against the Northern Pacific. The proceeds of the sale of the road last summer aggregated, in round numbers, \$19,000,000, and to this may be added as assets, 3,000,000 acres of land in Minnesota and North Dakota that are not yet covered by mortgages.

A number of exchanges are agitating for the establishment of a central home or museum where all the interesting relics of past railroading may be kept on exhibition. Some such plan has been talked of in England for years, and it is now thought it will materialize in time. There can be no good reason why it should not be taken up in this country, and a collection made that would be of great historical value.

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It is estimated that the storm which swept northwestern Washington and British Columbia on the 14th and 15th of November, damaged the railroads in that region to the extent of fully \$500,000, to say nothing of the private property destroyed.

* *

The Rev. Dr. William S. Rainsford, rector of St. George's Church, in the current number of the parish paper answers as follows the question, "What is the duty of the church towards organized labor?"

"The church's immediate duty to organized labor is to recognize the imperative need existing in these United States today for a more thorough and comprehensive organization among all branches of wage earners. The pervading note of our time is combination. Many may deplore this; it does not alter the fact. Larger combinations and more comprehensive combinations in all departments of industry are inevitable. We may regret their departure, or their method of departure, but it is inevitable that the big fish swallow the little fish, and we must believe that in the end this process will work for good to the community. Meanwhile, those parts of the community which are not organized and fail to recognize the imperative need of organization, are pushed rapidly to the wall.

"What is the church going to do about it? What should she do about it? From all her pulpits and in her institutions proclaim, without fear or favor, the imperative need there is that the poor people, men and women both, should organize. We need to encourage all forms of labor union. We need to stand up for the rights of labor union. We need to pronounce against the tyranny and injustice of those who will not recognize labor union and labor union leaders. This is all on one side, and, as I have said on the other side, we need to exhort to wisdom, to caution, perseverance, and to charity, those who, from time to time, are entrusted with so great a cause as labor organization. Oust the demagogue; put in the honest man, and be not hasty to withdraw your trust from the man you have once seen fit to place confidence in."—*New York Sun*.

* *

The southern railroads are putting forth every effort to secure a share of the trans-Atlantic grain trade, which has heretofore been so largely monopolized by the eastern trunk lines. The South Carolina & Georgia Railroad, the Georgia Railroad Company and the Nashville, Chattanooga & St. Louis, are said to have formed a combination thus giving them a direct line from the coast to the best shipping points in the Mississippi Valley. An immense elevator has been built at Charleston and arrangements have been

made with an important steamship company, so that they are now in shape to compete for the European traffic. The enterprise being shown by the southern seaports and roads is liable to make a great change in the course of western and southwestern freight before the end of another year.

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One of the innovations of the past month has been the establishment of a line of tourist sleepers from Washington to the Pacific via New Orleans. It is expected to make of this the most popular winter route.

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The B. & O. has made a new departure in the appointment of J. H. Maddy, formerly railroad editor of the *Cincinnati Commercial Tribune*, as its press agent, with headquarters at Baltimore. It will be his business to disseminate news and points of interest concerning that road.

* *

Some of the New York labor bodies are wasting time and talent in an effort to further a project to build a canal from Sandy Hook across the continent to the Pacific.

* *

The Worcester (Mass.) *Telegram* gives, in a recent issue, a long list of fast runs made in that portion of the country, for the purpose of showing that the eastern roads need not take a back seat for the west in the matter of speed. The following is one of the instances given: "A phenomenal record was made during the summer, which, although it was not a trial for speed, proved a hair-on-end for trainmen. In going down the mountain from Huntington to Chester, the brakes on a freight refused to check the speed, so that fourteen miles were covered in seven minutes, and no one was injured, but engine 106 came out of the wild run somewhat in need of repairs."

* *

The success achieved by the New York, New Haven & Hartford in establishing electrical service on its Nantasket Beach branch, of which a description was given in the November *CONDUCTOR*, was so pronounced that the same is now being done for the Dedham branch. Every effort is being put forth to profit by the experience gained in putting in the first line, and it is expected that the results will be correspondingly better.

* *

The C., R. I. & P. Ry. has removed the terminal of a freight Division from Stuart, Iowa, to Valley Junction. What was formerly three freight divisions are merged into two, and the shops and employes at Stuart will be moved to Valley Junction or Des Moines. This necessitates closing Division 279, and their membership will be transferred to other Divisions, most of them going to 361.

* *

The question of connection with the outer world is one which forces itself upon the attention of the residents of the southern mining region of British Columbia. There is also a strong desire to have Vancouver and Victoria connected with the gold fields. Their particular desire for

this connection is prompted by the expectation of getting supply trade now done from the south and west, and by the Americans. The building of what is commonly termed the Crow's Nest Road has been very carefully considered by the officers of the Canadian Pacific Railway, also by the officers of the Canadian government. The president of the Canadian Pacific Railway has recently outlined to Vancouver newspaper men the policy of that road with respect to southern and eastern British Columbia. The present intention is to build a line of railway "from its main line east of the mountains, by way of the Crow's Nest Pass and Kootenay Lake, to the Pacific coast, or to a connection with its main line near Hope; and the tying together of this line and the main line by a series of north and south lines—one following the Columbia river up from Golden; another from Revelstoke to Nelson, or some point in that vicinity, and another, by way of Vernon, to the Okanagan valley." He says that the road has already spent some two million dollars in pursuance of this plan, having bought the Galt Road between Lethbridge and Dunmore, made it standard gauge; virtually built the Columbia and Kootenay Railroad, besides having done much grading between Ft. McLeod and the Crow's Nest Pass.

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The daily newspapers are giving some attention to the order for air-brake equipment for 10,000 cars for the Grand Trunk. This, however, is not a new order. All the negotiations in regard to this contract were concluded as long ago as May, and since then air brakes have been furnished to the railroad company as required. The work of equipping the cars has been going on steadily and rapidly since then.—*Indianapolis Sentinel*.

**

Mrs. Maggie Wiener, of St. Louis, Mo., writes THE CONDUCTOR a letter in which she expresses deep gratitude to Divisions 53 and 3, of the O. R. C., for their delicate and thoughtful assistance in connection with the death and burial of her brother, Brother J. B. Smith. She appreciates highly what has been done by the Order and its members and prays that God's blessing may rest on both.

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No finer, more elaborate or more complete train than the famous "Sunset Limited" on the Southern Pacific is to be found on any railway. It enjoys its full share of popularity among the winter tourists to the Pacific coast.

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From the report of an expert statistician it appears that the total length of railroads in Great Britain is 21,274 miles as compared with 179,821 miles in the United States; that, although the population of this country is more than double that of Great Britain, though the railroad mileage is more than six times as much as that of Great Britain, and though Americans are greater travelers than English people and have larger means for such purposes, the railroads of Great Britain, with their smaller mileage and smaller territory, do considerably more passenger business than the railroads of the United States. It is shown that while the railroads in the United States in one

year carried 543,000,000 passengers, the number carried in Great Britain during the same period was 929,000,000.

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The *Chicago Times-Herald* furnishes mention of some amusing occurrences in courts in connection with suits against railroads. In a suit for damages against the C., M. & St. P., Mr. Forrest represented the plaintiff. An assistant yard master was put on the witness stand to testify relative to arrangements of tracks, switches, etc. Mr. Forrest opened a very searching cross-examination, but the replies he received were such as to lead him to think that he had better go no further, and he finally said: "That will do, Mr. Witness, you're very smart, aren't you?" The witness slowly arose to leave the stand, and replied: "I would like to return the compliment, Mr. Forrest, if I wasn't under oath."

Another instance in a suit for damages against the Pennsylvania Road. After Mr. Hines, the attorney for the plaintiff, had made a very eloquent plea to the jury, Mr. Trude, for the defendant, in an effort to dissipate the effect of Mr. Hines' eloquence, quoted some of the language of the famous Athenian, Pisiistratus. Before the appeal could have the desired effect, Mr. Hines interrupted with: "If the court please, no such witness testified in the case." Those present in the court room greatly enjoyed the disconcerting effect of this upon Mr. Trude.

**

A great deal of quiet amusement is derived by practical railroad men from the efforts of some newspaper reporters to describe accidents or use technical terms. A practical man reads with amusement which no other can appreciate the thrilling description of a desperate run that is made by No. 2, in order to make meeting point for No. 8. A New England reporter recently described some trouble had with new engines on one of our eastern roads, by stating that they experienced "trouble from hot draw bars." Another reporter, describing a locomotive boiler explosion, said that "the sheet iron that composed the boiler was all stripped off, exposing a lot of hot air tubes," while another one, describing the same accident, said that "when the engineer and fireman saw that the boiler was about to burst, they jumped off and ran beyond the reach of all danger."

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A great deal has been said from time to time about fast trains and fast schedules. The *St. Louis Globe-Democrat* furnishes an interesting statement on this subject, made up from official figures of roads in their territory. They show that the Wabash west bound fast mail, Toledo to St. Louis, the Big Four's "Knickerbocker," the Vandalia's "No. 2," the Lake Shore's "Limited," the New York Central's "Northern Shore Limited," and the Vanderbilt Line's "Southwestern Limited" show the following averages of schedule speed:

110 miles, 48 miles per hour; 118 miles, 43.9 miles per hour; 130 miles, 46 miles per hour; 240 miles 41.1 miles per hour; 265 miles, 43 miles per hour. 440 miles, 42 miles per hour, by two different trains 443 miles, 42.6 miles per hour; 540 miles, 39.5 miles per hour; 548 miles, 49 miles per hour.

The C., B. & Q. No. 7 is scheduled 482 miles

in eleven hours, or 44 miles per hour; between Chicago and Galesburg, 163 miles, this train has three hours and sixteen minutes, averaging fifty miles per hour. The Burlington fast mail, St Louis to Hannibal, runs 112½ miles in two hours and forty minutes, or an average of 42 2 miles per hour. Taking into consideration the difference in the size and weight of North American trains, these schedules will probably make a better showing than those of any other country.

* *

UNION MEETING AT CARBONDALE, PA.

The union meeting at Carbondale, Pa., on the 29th ult., was one of the most pleasant yet held. The organizations were represented by their Grand Officers, as follows: the B. of L. E. by A. B. Youngson, Assistant Grand Chief Engineer; the Firemen, by Grand Master F. P. Sargent; the Trainmen, by Grand Master P. H. Morrissey, and the O. R. C., by Grand Chief E. E. Clark and Assistant Grand Chief C. H. Wilkins. There were also a goodly number of the more prominent members of these orders present, making of it a thoroughly representative gathering. During the morning, meetings were held by the various organizations, at their respective halls, and that of the O. R. C. was attended by fully 200 members. An open meeting was held at the Opera House during the afternoon, and, notwithstanding the size of that auditorium, hundreds were turned away for want of standing room. A warm welcome was extended the visitors by William Blake, of the Engineers, and this was followed by an equally cordial address from Mayor O'Neill, giving the freedom of the city to its guests. The Grand Officers named responded for their organizations, and the reception given them was the best possible evidence that their hearers were with them from start to finish. Appropriate recitations and music filled out a most enjoyable program. On the day before the meeting the Carbondale *Leader* said, editorially:

The welcome to the Brotherhoods of Engineers, Conductors, Firemen, Trainmen and Switchmen is all the warmer because the people know that these bodies are not gathering to breed discontent and foment strife. These organizations have always been conservative and considerate, resorting to radical measures only upon the greatest provocation. They do not believe that the welfare of the employee is advanced by the injury of the employer. There are no anarchists among their leaders. They elect brainy and careful leaders, and they do not rush after every demagogue who bounds upon the scene with new suggestions for "reforming" social and industrial conditions.

On the day following, the editorial columns of the same paper said:

A finer appearing body of men it would be difficult indeed to find. They were the embodiment of strength, of courage, of capability, and in each face was written that which inspired the public with a sense of trust and security in the men who more nearly than any other class enter completely into the daily welfare of all.

The meeting yesterday aroused the greatest enthusiasm in the different organizations represented. It is confidently predicted that great results will ensue. The local branches will be much strengthened and the public eye be opened to the benefits derived from organization and the great work being done by the railroad men for the general good.

There were secret meetings at the different lodge rooms in the morning. In the afternoon the opera house held the greatest audience in its history to participate in the open meetings. It was a representative audience that was delighted with what

they heard and saw. Mayor O'Neill extended to the visitors the freedom of the city, and the remarks of the following speakers plainly indicated the high plane of citizenship and morality upon which the societies were based. Seeking equal justice for all, there is still a greater field of usefulness spread out before them than that in which such noble deeds have already been accomplished along the line of progress and human advancement.

The good people of Carbondale outdid themselves in the way of entertainment, and the railroads centering there kindly furnished ample facilities for all who desired to attend, by running special trains for their accommodation.

* *

The freight crews on the Chicago and Eastern Illinois have been ordered to wear uniforms, and the same order was recently issued regarding the station agents. The men are complaining because they are required to purchase two suits, one for summer and one for winter wear, and because they are obliged to buy them of a particular firm, where, they assert, the charges are greater than they are at other establishments.

* *

The *Pittsburg Post* is authority for the statement that the B. & O. has thoroughly tested the royal blue and that it will soon be adopted as the distinctive color of that road.

* *

The new union depot at Columbus, Ohio, is being cited as an example of the miracles which are being performed, almost daily, by American engineering skill. The new structure, which is to be one of the finest in the country, and cost nearly \$1,000,000, is being built over the old one, and the work of construction and destruction is being carried on with such nicety that it does not in the least interfere with the hundreds of trains which pass through that depot daily.

* *

Boston capitalists are said to be arranging for the construction of a road from LaGrange, Ga., to Birmingham, Ala., a distance of 100 miles, at nearly late

* *

The *Kenton (Ohio) Republican* is responsible for the following sample of the questions railroad men are called upon to answer daily:

On Thursday evening at five o'clock a man walked into the Big Four station, and stepping up to the window of the operator's office, began asking Chas. Matthews questions. He said: "What time does the south bound train go north?" Charlie told him at 7:35. "Has it gone yet?"

* *

Brother G. S. Green, Secretary and Treasurer of Division 222, would be glad to learn the present address of Brother F. L. Knight formerly a passenger conductor on the A. T. & S. F. R'y.

* *

An eastern establishment recently turned out an electrical locomotive which is said to have made the enormous speed of 120 miles per hour, in trial, and the enthusiasts are again busy proclaiming the immediate supplanting of steam power. The inventor, however, is more conservative, and admits that there are a number of important problems to be solved before the new engine can be put into every day service.

The Grand Trunk makes an excellent showing for the first six months under its new management. Mr. Hays took charge of the property January 1, last, and in the six months ending June 30, pulled the deficit down to the tune of \$60,000, and did not reduce the pay of the employees, either.

**

An eastern railroad statistician is giving up the quiet season to figuring out the number of tramps that sleep in freight cars during the winter months.

**

Most flattering reports as to the Wabash management and prospects are going the rounds of the daily press.

**

The St. Louis Southwestern claims the honor of hauling the largest car load of cotton on record. It went from Waco, Texas, to East St. Louis, and was made up of 151 bales, weighing 64,299 pounds.

**

The people of Alabama and Mississippi are congratulating themselves over the bright prospects for the immediate building of the Mobile, Jackson and Kansas City road.

**

The Boston Post gives the following as an instance of the trials which are a part of the conductor's daily life:

I have seen men put off railroad trains for attempting to evade paying their fares, but not until yesterday had I seen a man kept on a train for the same reason. It was on a Boston & Maine train. The offender was a colored man of gigantic stature. He proffered the conductor a ticket, which was refused because it was on the Fitchburg road. After some talk, the conductor went on, but returned when he approached Waltham and asked the man if he was going to pay his fare. Without actually refusing to do so, the passenger intimated that he would do so when he got ready. "You'll stay on till you pay," said the conductor. At Waltham he attempted to leave the train, and it took the combined efforts of conductor, brakeman, baggage man and a passenger to hold him on until the train got under way. At the next stop he was again asked for his fare, and on his refusal to pay, was told to get off. He refused, telling the conductor to put him off. The conductor did put him off, but it took him ten minutes, and that, too, with the assistance of seven others. We left the gentleman of color on the station platform, avowing that he had not refused to pay his fare, that he had \$50 with him, and protesting against railroads, men and things in general.

**

We clip from the *Bloomington Bulletin* the following vivacious and slightly sarcastic account of the reception given by the C. & E. I. freight men to the recent order requiring them to wear uniforms:

Freight brakemen and conductors on the C. & E. I. are to be uniformed in seal brown corduroy suits on and after December 1, orders having just been issued to that effect. Conductors and brakemen will wear the same colored suit, but the former's uniforms will be adorned with gold buttons, whereas the brakemen will have to be content with plain silver buttons. The men are highly pleased at the innovation. They admit that in the years gone by work on top of freight trains has been supposed to be dirty, and that they have dressed for it, but they are a unit in the opinion that they don't know anything that will match the color of plain, ordinary freight, with a few oil cars mixed in, better than seal brown corduroy. While they have been wondering how they were to get through the hard win-

ter that is before them, and get clothes for their families, they are fully in accord with the company's idea of what is proper, and are rushing their tailors in order to get the seal brown corduroy suits ready for December 1. Rumor has it that another company, not the Alton, immediately spring opens, will attire their freight brakemen in corduroy suits of a pale violet color, with knickerbocker breeches, and distinguish conductors from brakemen by different bright hued ribbons, tied at the knee. Said a C. & A. official yesterday, in speaking about the fad of uniforming freight trainmen: "If it keeps on I suppose the day will come when the freight trains will pull by, manned with brake twisters attired in a Prince Albert and wearing silk hats. For my own part, I don't fancy the idea. The work of handling freight trains is naturally dirty, and the men generally keep an old suit in the caboose, which they put on when they go out on a run and change when they get to the end of it, making themselves again presentable. Making the men buy uniforms subjects them to unnecessary expense, and as a large part of the freight traffic is moved at night, it makes little difference how freight crews are dressed."

**

A brakeman on the B & O. was killed in a rather peculiar manner, recently. He was attempting to fix the lamp in the headlight when it exploded, inflicting injuries which caused his death.

**

The action of the U. S. Supreme Court in sustaining the switching charges made by the roads running into the union stock yards at Chicago brings to an end very extended and expensive litigation. As these charges foot up to several hundreds of thousands per year, the roads interested may be pardoned for feeling somewhat jubilant over the outcome.

**

The Minister of Public Works for New South Wales has sent to this country a proposition for 150,000 tons of steel rails and other permanent way material.

**

In its table giving a summary of equipment fitted with automatic couplers since 1889, the Interstate Commerce Commission enumerates 106 different kinds of couplers.

**

The Great Northern is reaching out after Asiatic business, having recently secured the shipment of 6,500 tons of steel rails from Pittsburgh, billed to Yokohama, Japan. Most of this traffic has gone by the way of New York in the past.

**

The Industrial World says that negotiations are pending for the construction of over 15,000 freight cars, and that 50,000 will be ordered before the end of the coming spring.

**

The Interstate Commerce Commissioners are after the St. Louis, Kennett and Southern and the Paducah, Tennessee and Alabama railroads for neglecting to send in their annual reports, and have sued out writs of mandamus against them in the federal court at St. Louis.

**

Writers on railroad subjects are almost an unit in declaring that the Pacific Funding Bill will fail to pass in congress, and that the Union Pacific will fall back on the government.

The North Carolina supreme court has affirmed a decision fining the Southern Railroad Company for running a train on Sunday.

The Savannah (Ga.) News is authority for the statement that Brother Fred D Bush, passenger representative of the L. & N., at Atlanta, has been offered the position of general passenger agent for the Georgia & Alabama. All who attended the Grand Division at Atlanta will remember Brother Bush most kindly, and will hope not only that this report may be true, but that continued success may be his portion.

Grain has been rushing into Baltimore so rapidly that every effort has had to be put forth by the roads centering there to prevent a blockade.

The Wabash has just completed a hospital at Peru, Ind., at a cost of about \$50,000.

Some time since one of the great English roads undertook to bring the farmers and market gardeners along its line in direct contact with the London consumers without the intervention of the middlemen. Their plan was to send lists of the farmers and gardeners along their line to the consumers, then take their orders and deliver the produce at the door without extra cost. This gave the producer and consumer better prices and better service and gave the road the traffic. It is said to have worked to the entire satisfaction of all concerned, and some of the eastern papers are now agitating the adoption of the plan in this country. Of course, the conditions are entirely different here, but there seems to be no good reason why it should not work in the immediate vicinity of the great cities.

It is rumored that the Rock Island is seeking an entrance into the great northwest by securing control of the Colorado Midland and Rio Grande Western. This would give that road a direct line to Salt Lake, and when the Oregon Short Line and the Utah Northern withdraw from the Union Pacific, would open up directly the territory sought. This rumor has been emphatically denied by Rock Island officials high in authority, but many railroad men refuse to accept the denial.

The papers of the New England States are agitating for the establishment of a faster mail service between Boston and New York.

The committee of Division III who have in charge the arrangements for entertaining the Grand Division in May next, propose to arrange for an elaborate, special edition of *The Los Angeles Herald*, in which a number of pages will be devoted to matters relative to our Order. Full descriptions and illustrations of enterprises in southern California will be incorporated. They hope in this way to raise some funds, and offer the special edition at fifteen cents per copy. Early responses are requested, in order that contract with the publishers may be made, and communications should be addressed to Brother Geo. F. Clough, secretary of the committee, No. 330 S. Broadway, Los Angeles.

President Ripley, of the Santa Fe, is said to be at the head of a scheme to establish a new line of steamships between San Diego or San Francisco and Japan, with a view to giving his road the advantage of the traffic thus gained. The scheme is said to have the backing of some of the heaviest capitalists in the country, and the people of the Pacific coast are confident it will be carried through.

All the great trunk lines are preparing for the increase in traffic which always follows the closing of navigation on the lakes.

A recent issue of the *New Orleans Democrat* gives the following breezy account of the abolition of one of that state's old landmarks:

For nearly twenty-five years there has been in more or less active operation, as an adjunct to the Southern Pacific road at Raceland station, a roomy, antiquated, yellow-backed mule car. Rain or shine, this car has slowly rolled across the two miles which separate Raceland from Bayou Lafourche, and during the long years of active service has never missed connection with the passenger trains on the main line. Attached to the yellow-backed conveyance has always been seen an old mule. From all appearances, the long-eared quadruped may have been in active operation as long as the car, although General Manager Kruttschnitt, of the company, asserts that the motive power has been several times renewed.

Nothing has ever seemed to have disturbed the equanimity of the mule, and while war and rumors of war may have swept through the country, the car—the wonderfully curious car, with its wide platforms, its gigantic dashboards and its heterogeneous collection of passengers, has dally pulled out from the depot and crawled in and out of the cane rows until its occupants were deposited at the bayou.

Modern progress has at last struck Raceland Station in one gigantic burst of improvement, and in the burst the old car and the old mule have fallen by the wayside. They have gone on their last trip to the little shed near the bayou, and no more will the mule welcome the Sunset trains with his hilarious hee-haw; no more will he crop the verdure from between the ties as he ambles across the cane fields; no more will he gaze fearfully at the conductor when the load of passengers and beer kegs are heavier than usual. No. The mule and car have passed out of existence, and in their place a puffing iron horse, with fire in its nostrils, and a real passenger coach, with seats, have arisen from the ruin, and will, in the future, convey passengers from Raceland Station to the winding Lafourche.

They have some peculiar laws and practices in Germany, and though the American labor organizations and their members have much to contend with, they are certainly free from the abuses which obtain in Germany, under which, according to *The American Federationist*, any public meeting for political purposes, or having a political tendency, must be announced to the police twenty-four hours before its taking place and a written permission must be first obtained. Unless permission is given the meeting cannot be held. Any meeting announced and the wrong time given for its holding is prohibited or dissolved. When a meeting is ordered to be dissolved by the police, the chairman must immediately adjourn it, under penalty of imprisonment. Trade unions seeking legislation have frequently been regarded as organizations coming under the above head. They have had their meetings dissolved, their funds confiscated and the organizations forbidden to hold further gatherings, other than to wind up their affairs.

The National Armenian Relief Committee, with headquarters at 63 Bible House, New York, have commenced an earnest effort to save alive the orphan children of Armenia, whose parents have met death in the recent troubles in that country. Of their condition, Clara Barton, well known to all Americans, says:

The condition of the people could hardly be worse. Homeless, friendless, bereft, widowed, despoiled, without food, clothes or shelter; famished, horrified, sick, hopeless, waiting for the death that lingers too long—this is the situation. Need one say more?

Certainly the condition is one which appeals to the sympathy of all civilization. Any information desired on this subject will be cheerfully given by Rev. F. D. Green, secretary of this committee, whose address is as above. Funds for these sufferers should be sent to Crown Bros. & Co., 59 Wall street, New York.

Among the postal laws of the United States is one which seems unjust and to demand repeal or amendment. Under this law the publishers of a monthly or semi-monthly periodical in any city may send their publications to any other city in the United States, there to be delivered at the given addresses at the rate of one cent a pound, but the same publications, addressed to subscribers in the city where they are published, in order to secure delivery, must have one cent or two cent stamp, according to weight, on each copy. A very strong influence is being brought to bear in the direction of reform in this connection, and the subject will be brought forcibly to the attention of congress by publishers generally.

Brother J. W. Stranahan, of Division 294, has filed papers on a patent for a wrecking frog, which is believed to be a valuable invention, and which has been pronounced by experienced railroad men, who have seen it, a success

We learn from a Canadian newspaper of the invention by the Rev. Edward Devine, a Jesuit of Montreal, of an ingenious electrical train signal, intended to do away with the bell cord on all trains. The invention consists of three small insulated wires, running from end to end of a train, as a weather proof cable, coupled over head like an ordinary bell cord, or between the cars by insulated couplers, in position similar to that occupied by air hose. These wires are connected to bells, buttons and open circuit batteries in the caboose and in the engine cab, and it is possible for engine and train men to signal at any time while the train is coupled up. It would, with this device, be possible to instantly warn the engineer in case of any accident, such as a broken truck or wheel. The parting of a train would immediately be known to both trainmen in the caboose and engine men in the engine by alarms electrically rung, thus collisions between portions of a parted train would be fully guarded against. It is said that thorough tests of the working capacity of the device will soon be made on the New York Central and the New Jersey Central Railroads.

Mr. Harry Pollitt, the English engineer, who has been studying the railroads of this country,

is said to be a very acute observer, and it is asserted that he very quickly discovered that the American railroads owe much of their success in economical management to the intelligence of their employees. Mr. Pollitt does not speak of this from the standpoint of the most cheaply managed, but uses the term "economy" in the broadest sense and considers that when an engineer runs his engine with a maximum of service and a minimum of fuel consumption, wear and tear, etc., that the amount of his wages does not enter into the question of the economy of his service. The same rule applies to all other employees. Careful, intelligent and loyal employees are able to save the company they serve fully as much as the amount paid them as compensation for their services, and the management that inspires its employees to that class of service can always be counted upon as being successful financially.

A very interesting and important question is opened in the suit for damages brought by Charles Jenkins, an ex-conductor, formerly employed by the Big Four Railway and dismissed by that company, some three years ago, pending the result of criminal trial, in which he was defendant. A station agent named Jones confessed to stealing freight, and, on his evidence, Jenkins was also indicted. Jenkins claims that, without a clearance card, he can get no employment, and, according to reports, has been given a judgment against the company in the sum of \$875 by a jury in the Wabash County Circuit Court at Mt. Carmel, Ill. The company appeals. The question "is a company bound to give a clearance card?" is, we repeat, interesting and important.

No one appreciates the value of absolute accuracy in time keeping more thoroughly than does the railroad man, and all, both employers and employees, are constantly striving to secure perfection in that line. It has been but a short time since watch inspectors were first appointed, and now their duties are enlarged and guarded by scientific restrictions until their work has become almost a science to itself. *The Railway Gazette* gives the following account of four apparently unimportant conditions recently prescribed by the Delaware and Hudson for the guidance of its inspectors:

The Delaware and Hudson inspectors are instructed to reject (1) any watch with a fancy dial; (2) an open-face movement in a hunting case; (3) a watch with the second hand at the figure III, and (4) a watch with a sweep second hand. All these provisions are for the purpose of making the reading of watches easy and uniform. The objection to a fancy dial is obvious. The second and third rules are necessitated by the fact that open-face dials are made so that the watch is naturally grasped at the top, while hunting cases, intended to be grasped at one side, are so made that such a dial when placed in one of them is not in its right position. One has to take care to turn the watch to bring the figure XII to the natural position at the top. Watches with the second hand at the figure III are those having movements originally made for hunting cases, but the dials of which were afterward relettered so as to make the movement fit into an open case. The trouble with a long second hand is, that it may possibly be mistaken for the minute hand.

From this it will be seen that no pains are being spared to secure not only the keeping of correct time, but its accurate reading as well.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessments No. 317 and No. 318; Issued December 1, 1896; Time for payment expires January 31, 1897.

Assessment No. 317 is for death of N. M. Elliott, November 20, 1896; Assessment No. 318 is for death of D. O'Brien, November 20, 1896; and all members whose certificates are dated earlier than November 20, 1896, are liable for both.

BENEFITS PAID FROM OCTOBER 21 TO NOVEMBER 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	S.ries	FOR	AM'T
1089	Adam Miller	Acute abcess	—	3639	C	Death	\$3,000
1090	Jas. Jeffries	Appendicitis	102	758	A	Death	1,000
1091	C. B. Myles	Loss of arm	244	4575	A	Dis.	1,000
1092	W. S. Staples	Typhoid fever	205	4995	A	Death	1,000
1093	J. B. Smith	Accident	3	5224	A	Death	1,000
1094	E. H. Wentworth	Accident	68	734	B	Death	2,000
1095	W. W. Adair	Peritonitis	109	238	D	Death	4,000
1096	Jos. Ott	Railroad accident	11	5009	C	Death	3,000
1097	G. A. House	Railroad accident	103	54	E	Death	5,000
1098	H. A. Henning	Consumption	303	1972	A	Death	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,756; Series B, 3,465; Series C, 4,717; Series D, 432; Series E, 72. Amount of assessments Nos 317 and 318, \$57,850; Total number of members, 14,459.

FINANCIAL STATEMENT.

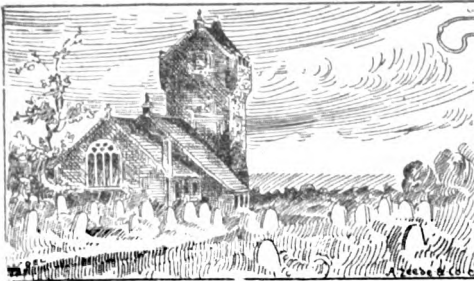
Received on Mortuary Assessments to Oct. 31, 1896.....	\$2,501,791 60
Received on Expense Assessments to Oct. 31, 1896.....	56,728 30
Received on Applications, etc., to Oct. 31, 1896.....	36,684 60
	<hr/>
	\$2,588,604 50
Total amount of benefits paid to Oct. 31, 1896.....	\$2,444,867 00
Expenses paid and assessments returned to Oct. 31, 1896.....	83,269 48
Insurance cash on hand Oct. 31, 1896.....	60,468 02
	<hr/>
	\$2,588,604 50

EXPENSES PAID DURING OCTOBER.

Fees returned, \$25 00; Incidental expense, \$3.35; Stationery and printing, \$69.90; Postage, \$298.00; Salary, \$331.66; Legal, \$113 33; Assessments returned, \$19.00. Total, \$860.24.

Received on Assessment No. 314 to Nov. 20.....	\$27,903 60
Received on Assessment No. 315 to Nov. 20.....	16,226 90
Received on Assessment No. 316 to Nov. 20.....	5,843 10
Received on Assessment No. 317 to Nov. 20.....	2,232 45
Received on Assessment No. 318 to Nov. 20.....	2,164 35

M. CLANCY, Secretary



OBITUARY

Sargent.

Division 353 passed suitable resolutions of sympathy with Mr. P. J. Sargent, Assistant Master Mechanic for the B. C. R. & N. R'y. at Iowa Falls, Iowa, in his sorrow caused by the death of his wife. Mr. Sargent has many warm friends among the Brothers, whose hearts go out to him in his bereavement.

Holmes.

Brother W. T. Holmes, of Division 1, died at his home in Englewood, Ills., December 1, of acute gastritis. The funeral was held on the 3d inst., according to Masonic rites, and was largely attended by the members of the Order. A wife and four children are left to mourn the loss of a kind husband and loving father, and the sympathy of all the Order will be with them in this great trial.

Lundy.

The home of Brother C. E. Lundy, of Division 106, has been bereft by the death of a son. The sympathy of the members of his Division were extended to the sorrowing family through suitable resolutions, adopted at a recent meeting.

Lawrence.

Brother A. S. Lawrence, of Division 98, was called to his final reward on the evening of the 19th ult., his death resulting from heart failure. The funeral was held on the Saturday following, and was under the auspices of the Knights of Pythias. A large number of the Brothers were in attendance, as well as other friends, and this fact, as well as the beautiful display of floral offerings, gave evidence of the high regard in which the deceased was held. Brother Lawrence held a certificate in the Benefit Department.

McConnell.

On November 14, last, Brother J. W. McConnell, of Division 60, was stricken down by apoplexy, at his home in Booneville, Mo., and died almost instantly. He had not been feeling well for some time and was at home for a rest, but there was no thought of danger in the minds of himself or any of his friends. Brother McConnell was a resident of Sedalia for many years, and no man in the community had a larger circle of friends, both

in and out of the railroad service. He was 63 years of age, and leaves three sons to mourn his departure. The funeral was held in the First Congregational Church of this city, the pastor, Rev. F. N. Stevens, paying a deserved tribute to the departed Brother. The church was filled with members of the B. of L. E., K. of P., O. R. C., and sympathizing friends. The floral offerings were elaborate and beautiful. No truer friend ever lived, and his pleasant smile and good advice will be missed by all his associates. Truly, it can be said that a good man has gone to his reward. At a meeting of the Division, held on the 15th, suitable resolutions were passed and ordered spread on the records.

McGinnis.

The announcement of the death of Brother J. H. McGinnis, of Division 301, will bring sorrow to many of our members, who have known and associated with him in years past in both soldier and civilian life. James Henry McGinnis was born in Cincinnati, Ohio, March 15, 1844. His death occurred at the family home, in Seymour, Ind., on the 2d ult. Though but a lad at the breaking out of the war, he served six months in the 6th Indiana and afterward one year in the 54th Indiana volunteers. Returning, he entered the service of the then Ohio & Mississippi Railway, as a brakeman, but his abilities soon won for him a higher position, and he was given charge of a train in 1869, running between Cincinnati and Seymour. He was one of the most faithful and steady-going conductors ever employed by any company, and ran one caboose continuously, with but one exception, for over twenty years. In 1876-7 he ran on the I. & St. L. out of Indianapolis, but returning to his first love, the old O. & M., he again took his old caboose, the 38, and worked in the same capacity until about eighteen months since, when he took charge of a passenger run. Brother McGinnis was C. C. of Division 301 in 1894, and was held in high regard by all the members. He was a member of the Masonic fraternity and also of the G. A. R., the latter being his especial pride. June 7, 1871, he and Miss Mary F. Powell were united in marriage at Batesville, Ind. A wife, four daughters and two sons are left to mourn the loss of a truly devoted husband and father. His world was his home, and to him the smiles of the wife and little ones were ample compensation for all the ills accompanying the daily life of the railroad man. The funeral was held November 5, under the auspices of the G. A. R. Services were held at the Presbyterian Church, conducted by Revs. Stevenson, Baxter and Jones. The pathetic remarks made by the latter, who was a comrade and near friend of the deceased, were very impressive, and truly befitting one who had served his country as a soldier. To all those who were near to him in life the sympathy of Division 301 is extended.

GEO. WESTINGHOUSE, Jr., President.
T. W. WELSH, Superintendent.

JOHN CALDWELL, Treasurer.
W. W. CARD, Secretary.

H. H. WESTINGHOUSE, General Manager

THE
Westinghouse Air Brake Company,

PITTSBURGH, PA., U. S. A.

MANUFACTURERS OF THE

WESTINGHOUSE AUTOMATIC BRAKE.

The WESTINGHOUSE AUTOMATIC BRAKE is now in use on 24,000 engines and 325,000 cars. This includes (with plain brakes) 232,000 freight cars, which is about 23 per cent of the entire freight car equipment of the country, and about 80 per cent of these are engaged in inter-state traffic, affording the opportunity of controlling the speed of trains by their use on railways over which they may pass. Orders have been received for 173,000 of the improved quick-action brakes since December, 1887.

The best results are obtained in freight train braking from having all the cars in a train fitted with power brakes, but several years' experience has proven conclusively that brakes can be successfully and profitably used on freight trains where a portion of the cars are so equipped.

E. L. ADREON, Manager.

JOHN B. GRAY, Agent.

C. C. HIGHAM, Gen'l Supt

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5

THE CENTURY

IN 1897.

ALL NEW FEATURES.

THE CENTURY will continue to be in every respect the leading American magazine, its table of contents including each month the best in literature and art. The present interest in American history makes especially timely

A GREAT NOVEL OF THE AMERICAN REVOLUTION

its leading serial feature for 1897 and the masterpiece of its author, Dr. S. Weir Mitchell. The story, "Hugh Wynne, Free Quaker," purports to be the autobiography of its hero, an officer on Washington's staff. Social life in Philadelphia at the time of the Revolution is most interestingly depicted, and the characters include Washington, Franklin, Lafayette, and others well known in history. It is safe to say that the readers of this great romance will obtain from it a clearer idea of the people who were foremost in Revolutionary days, and of the social life of the times, than can be had from any other single source. The work is not only historically accurate, but is a most interesting story of love and war. The first chapters are in the November number. Howard Pyle will illustrate it.

CAMPAIGNING WITH GRANT,

By GENERAL HORACE PORTER,

is the title of a series of articles which has been in preparation for many years. General Porter was an aide on General Grant's staff and a close friend of his chief, and the diary which he kept through the war is the basis of the present articles, which are striking pen-pictures of campaign life and scenes. They will be fully illustrated. The first one is in the November CENTURY.

A NEW NOVEL BY MARION CRAWFORD,

author of "Mr. Isaacs," "Saracinesca," "Casa Braccio," etc., entitled, "A Rose of Yesterday," a story of modern life in Europe, with American characters, begins in November. The first of a series of engravings, made by the famous wood-engraver, T. Cole, of the old English masters, also is in this issue. New features will be announced from time to time.

Superb Art Features.

The Best Short Stories.

\$4.00 a year, 35 cents a number.

All dealers take subscriptions, or remittances may be made direct to the publishers by money or express order, check, draft or registered letter.

THE CENTURY GO.,

UNION SQUARE,

NEW YORK.



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REVIEW OF REVIEWS.

Magazine articles about the late George Du Maurier are likely to be quite numerous during the coming months. The first noteworthy attempt to form an estimate of Du Maurier's career that has appeared in America since his death is in the form of a profusely illustrated article contributed to the November *Review of Reviews*, by Mr. Ernest Knauff, who describes Du Maurier's qualities as an artist and illustrator, rather than his more recently developed gifts as a writer of fiction. Mr. Knauff has for years followed Du Maurier's work in *Punch*, and his article is illustrated with many evidences of his zeal and success as an enthusiastic collector of *Du Mauriana*. There are also several interesting portraits of the author of "Trilby."



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Rudyard Kipling's first American serial, "Captains Courageous." (Begun in November.)

Robert Louis Stevenson's "St. Ives." The only novel of Stevenson's still unpublished. (Begins in May.)

Chas. A. Dana. "Recollections of Wartime." Mr. Dana was for three of the most critical years of the Civil War practically a member of Lincoln's Cabinet, and is probably better fitted than any other man living to give an authoritative history of this period from his recollections and correspondence.

Portraits of Great Americans. Many of them unpublished. In connection with this series of portraits it is intended to publish special biographical studies under the general title of **MAKERS OF THE UNION** from Washington to Lincoln.

Pictures of Palestine. Specially taken under the editor's direction.

Stories of Adventure. A serial by **CONAN DOYLE**, in which he will use his extraordinary talent for mystery and ingenuity which have, in the "Sherlock Holmes" stories, given him a place beside Poe and Gaboriau.

TEN FAMOUS WRITERS

Ian Maclaren. All the fiction that he will write during the coming year, with the exception of two contributions to another publication which were engaged from him long ago, will appear in McClure's Magazine.

Joel Chandler Harris. A series of new animal stories in the same field as the "Brer Rabbit" and the "Little Mr. Thimblefinger" stories.

Rudyard Kipling. Besides "Captains Courageous," Kipling will contribute to McClure's all of the short stories he will write during the coming year.

Octave Thanet is preparing for the Magazine a series of short stories in which the same characters will appear, although each will be complete in itself.

Anthony Hope **Bret Harte** **Robert Barr**
Frank R. Stockton **Stanley Weyman** **Clark Russell**
will all have stories in McClure's for the coming year.

These are only a small fraction of the great and important features of McClure's Magazine for 1897, the subscription price of which is only

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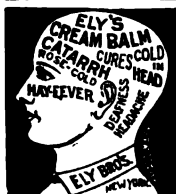
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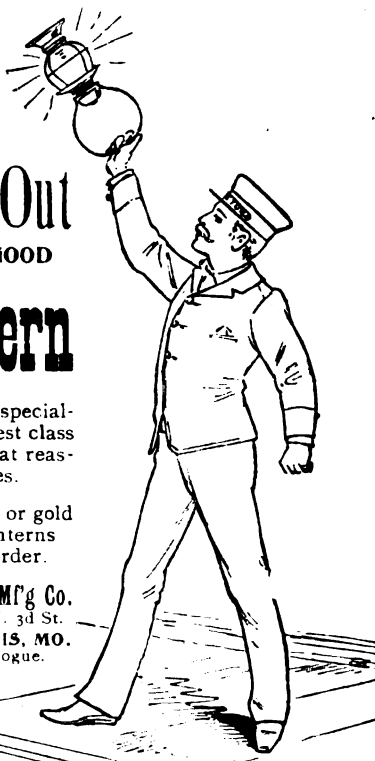
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